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ANDERSON
GENERAL PLAN

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1985

UNIVERSITY OF CALIFORNIA



THE GENERAL PLAN
of
ANDERSON CALIFORNIA

TEXT
GOALS AND POLICIES

Adopted September 3, 1985

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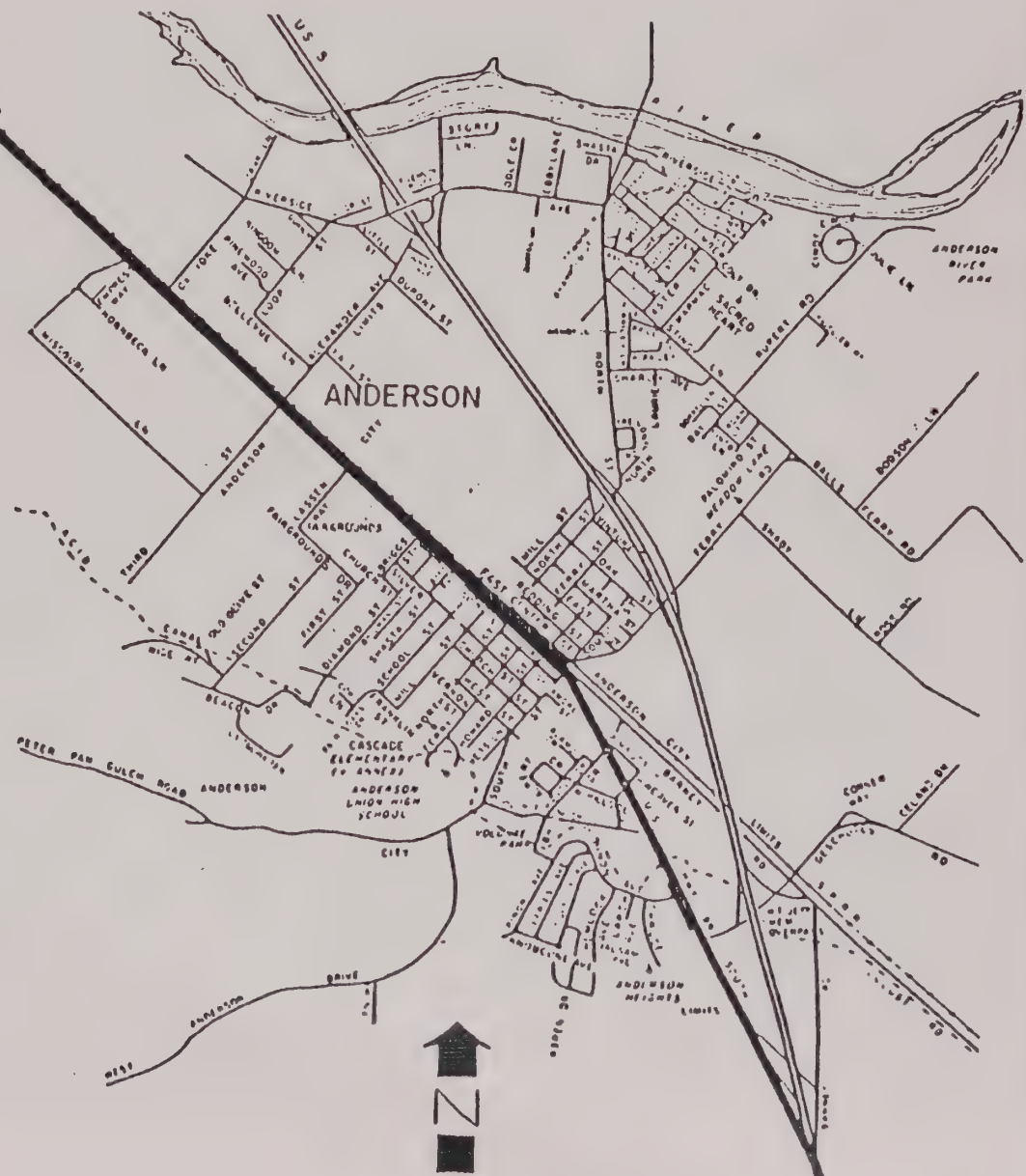
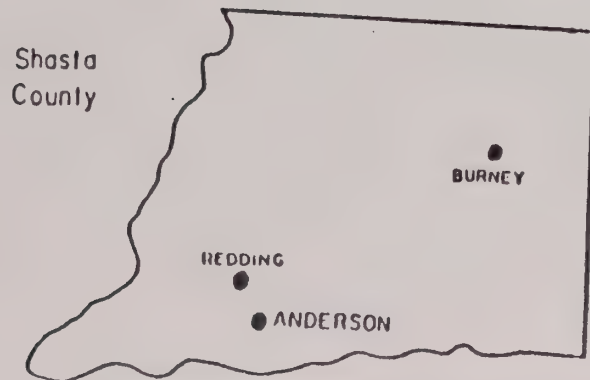
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Map 1
Location Map
City of Anderson



INTRODUCTION

A community's General Plan is its primary guide to decisions on future land development. The plan must anticipate the community's future needs and concerns and present measures to deal with them. In the state enabling legislation a general plan is described as follows:

Each planning agency shall prepare and the legislative body... shall adopt a comprehensive, long-term general plan for the physical development of the... city, and land outside its boundaries which in the planning agency's judgment bears relation to its planning.... The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals...."

This gives a broad definition on which to formulate a plan. This allows a community the flexibility to tailor its approach to land use planning.

APPROACH

The existing General Plan for Anderson is composed of fourteen elements bound into separate documents prepared from 1968 to 1981. This update (1983-84) of the General Plan consolidates into one volume all the documents and elements of the existing plan. The purpose in doing this is to compare various policies and sections, eliminate inconsistencies and make the plan more useable. Regardless of the approach taken, the state has set up specific provisions addressing the content of general plans. These are the seven required "elements" as summarized in the state guidelines:

- A. The land use element designates the general distribution, location, and extent (including standards for population density and building intensity) of the uses of land for housing, business, industry, open space, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses.
- B. The circulation element identifies the general location and extent of existing and proposed major roads, highways, railroad and transit routes, terminals, and other local public utilities and public facilities.
- C. The housing element identifies existing and projected housing needs and establishes goals, policies, objectives, and programs for the preservation, improvements, and development of housing to meet the needs of all economic sectors of the community.
- D. The conservation element provides for the conservation, development, and use of natural resources, including water, forests, soils, rivers, lakes, harbors, fisheries, wildlife, minerals, and other natural resources.
- E. The open-space element details plans and measures for the preservation of open space for natural resources, for the managed production of resources, for outdoor recreation, and for public health and safety.
- F. The seismic safety element identifies and appraises seismic and geologic hazards.
- G. The noise element examines noise sources yielding information to be used in setting land use policies for compatible uses and for developing and enforcing a local noise ordinance.

The concerns described in state law and guidelines are to be addressed for each of the above elements in the general plan. They do not need to be addressed individually and can be combined and integrated so long as the concerns are addressed as

applicable to the community. Additional elements may be adopted by the city at its option. The provisions of these elements support the general obligation of the city to promote and maintain adequate public health, safety and welfare.

Anderson's consolidation and update reorganizes the documents into a content/chapter list based on that recommended in the state guidelines. The guidelines recommend that all the elements can be addressed in functional groups. The chapter headings for the functional groups and the elements they address are:

- | | |
|---------------------------------|---|
| 1. <u>Natural Resources</u> | Conservation, Open Space |
| 2. <u>Hazards</u> | Conservation, Open Space, Seismic Safety, Safety, Noise |
| 3. <u>Community Development</u> | Open Space, Recreation |
| 4. <u>Public Facilities</u> | Land Use - infrastructure |
| 5. <u>Circulation</u> | Circulation, Scenic Highway |
| 6. <u>Housing</u> | Housing |
| 7. <u>Land Use</u> | All Elements |

Each chapter contains analysis of data, of policies and implementation measures. The Data Base referenced in this document contains the technical information utilized for the plan. A complete list of goals and policies is contained in an appendix at the back of this document.

The analysis made in the first three chapters listed above is an integrated method of addressing the open space and conservation elements. This integrated method recognized the close relationship of those two elements. As defined by the state a conservation element addresses "... the conservation,

development and utilization of natural resources...." The objective of an open space element is to establish areas of open space for these categories:

- a. The preservation of natural resources;
- b. The managed production of resources;
- c. Outdoor recreation;
- d. Public health and safety.

These categories of open space are concerned with nearly the same issues as the conservation element. Open space for preservation of natural resources refers to areas designated for plant and animal habitats, significant ecological sites, wetlands, and watersheds. Open space for the managed production of resources includes agricultural lands, forests, mineral resources, and areas affecting commercial fisheries. The third category, open space for outdoor recreation, indicates areas of historical or cultural significance, parks (both existing and proposed), and scenic corridors of highways or waterways. The final open space category designates lands which are known to have hazardous or special conditions, such as flood plains, unstable soils or slopes, earthquake zones, and areas for protection of water quality.

The "Natural Resources" chapter deals with the open space categories for preservation of natural resources and managed production of resources. The next chapter, "Hazards," contains review and provisions for open space for public health and safety. Open space for outdoor recreation is in the chapter

title "Community Development." The open space and conservation proposals from these chapters are implemented in the final chapter, "Land Use," and illustrated on the map of planned land use categories.

CITIZEN INVOLVEMENT AND ADOPTION PROCESS

The Planning Commission formed a General Plan Committee made up of three commissioners. The General Plan Committee with planning staff assisting formulated draft goals and policies and reviewed information on land uses and natural features. Landowners and residents had informal open meetings conducted by this committee in order to incorporate the views of all interested citizens into the plan. The initial drafts of the General Plan were reviewed by the committee with final draft submitted to the Planning Commission.

Open public hearings were held by the Planning Commission and the City Council. The plan draft was circulated for comment and completion of environmental review to all appropriate agencies. Following agency and environmental review, completion of public hearings and consideration of all this input, the Planning Commission recommended the plan and accompanying maps to the City Council. Consideration and adoption by the council in public hearing completes the General Plan update. Following adoption all necessary ordinances to carry out the plan will be amended to be consistent.

At the conclusion of the review and adoption process, the

General Plan shall consist of this text, a map of planned uses, a data base and implementation in various ordinances to carry it out.

GOALS

Our principal goal is to achieve the best future for our community. This is upheld by preparing an appropriate set of goals, policies and implementation measures based on analysis of our community. Before going into the chapters addressing specific issues, it may be helpful to discuss other goals of the city. These are the broad statements that set the direction and tone of the supporting goals and policies spelled out for each of the mandated plan elements. The primary emphasis as expressed by the citizens of Anderson is to continue a rural, small town atmosphere while accommodating and encouraging growth through suitable expansion. The city believes this emphasis is achieved by these goals:

1. To maintain the orderly growth and stable physical development of the City of Anderson while enhancing the physical, social, economic and environmental characteristics of the community; and ensure the continuance of the city's rural town atmosphere.
2. To ensure the planned management of the community's natural resources, their permanency consistent with community goals and prevention of their misuse.
3. To provide all city residents with adequate public services for a safe and healthy living environment. This consists of the construction and maintenance of adequate streets, sewers, water and storm drainage systems, and the provision of police, fire, school, recreation and cultural facilities.
4. To establish open space areas for: the preservation of natural resources, the managed production of

resources, outdoor recreation, public health and safety, and to ensure the preservation and maintenance of these spaces consistent with community need.

5. To ensure that the City of Anderson offers adequate and safe housing in a suitable environment for all economic groups. This consists of the conservation and rehabilitation of existing and older neighborhoods as well as planning for new and innovative residential developments.
6. To ensure the development of a circulation system which will be both safe and efficient.
7. To provide a quiet, livable environment in the City of Anderson.

CHAPTER ONE

NATURAL RESOURCES

CHAPTER ONE

NATURAL RESOURCES

This chapter of the General Plan deals with the major resources of the natural environment for Anderson. Specifically these are air quality, agriculture, habitats, mineral resources, soils and water resources. The respective sections on these topics describe the influence each has on land development.

One of Anderson's goals is to balance growth and the distribution of land uses with their impacts on the natural environment. This supports the overall goal of maintaining Anderson's rural community character of Anderson. By conserving the planning area's natural resources, the environment in which present and future populations will live is preserved and enhanced.

AIR QUALITY

In their General Plans cities and counties are required to establish and implement policies and programs designed to protect and enhance air quality. Local governments are also required to follow the policies, standards, procedures and deadlines established by the Federal Clean Air Act of 1977.

The City of Anderson is located on the valley floor surrounded by mountains to the north, east and west. Anderson and most of Shasta County are within the Sacramento Valley Air Basin.

Existing Conditions

The California Air Resources Board (CARB) was established as the statewide air pollution control district. Responsibilities include air quality planning, setting standards for motor vehicle emissions and overseeing local air pollution control efforts. The local enforcement agency is the Shasta County Air Pollution Control District (APCD) located in Redding.

The APCD has authorization to conduct the following:

1. grant permits for new sources of pollutants
2. test and inspect air pollution sources
3. issue permits for agricultural and other types of burning
4. process citizen complaints on emissions and odors.

The APCD has several monitoring stations throughout Shasta County. One of these stations is located at the Anderson Library on West Center Street. Monitoring stations collect data on carbon monoxide, ozone and particulate matter. Compliance with State and Federal standards is based on data obtained from the various monitoring stations.

An area's air quality is then described by one of the following classifications:

1. ATTAINMENT: The region meets federal standards with regard to the pollutant monitored.
2. NON-ATTAINMENT: The region violates federal standards with regard to the pollutant monitored.
3. UNCLASSIFIED: This status is used to describe an area which does not fit the previous two categories for one of the following reasons:

- a. No monitoring data available to make a decision.
- b. Some data available, but not enough for a clear decision.
- c. Fugitive Dust Policy in force (for particulate matter only). Fugitive dust can be defined as particulates that are not emitted directly from an industrial process and includes agricultural tilling, construction/grading, unpaved roads, open storage piles of raw materials (sand & gravel, sawdust) and windblown dust. EPA has considered fugitive dust as a special problem in rural areas since remedies and enforcement for fugitive dust often do not fall under the authority of the local air pollution Control District.

The Shasta County portion (including Anderson) of the Sacramento Valley Air basin (SVAB) is classified as follows:

<u>Pollutant</u>	<u>Classification</u>
Carbon Monoxide	Attainment
Ozone*	Attainment
Particulate matter*	Attainment
Oxides of Nitrogen**	Attainment
Oxides of Sulfur**	Attainment
Lead	Attainment

The Anderson monitoring station has realized a decrease in total suspended particulate beginning in 1977. It is believed this decrease is due to the closure of nearby emission sources such as conical burners, the installation of more efficient devices and control equipment, and recent weather conditions. As area industries return to normal demand and weather conditions change, levels are expected to increase.

* The SVAB has come close to violating the Federal standard for ozone and particulate matter.

** Lack of permanent monitors has made the County unable to collect the data necessary to justify a

classification of "attainment" for the SVAB for these pollutants.

Potential Conditions

Because of the mountainous terrain of Shasta County, which can restrict horizontal dilution of pollutants, the frequency of inversions that restrict vertical dilution, and the relatively high frequency of calm winds, the air pollution potential of Shasta County is quite high. In a nationwide survey of air pollution potential, the interior of northern California and southern Oregon were found to have the highest potentials for air pollution in the United States.

It should be pointed out that the city has no legal power to control air pollution, other than to review projects within the city limits and encourage alternative modes of transportation and work in cooperation with appropriate agencies to achieve this goal.

Air quality is expected to deteriorate for ozone and particulate. The state standards for ozone were exceeded 22 days in the summer of 1979. The concentration of particulate pollutants is high in Anderson, exceeding State and Federal standards in 1976 and 1977.

Policies:

1. Support efforts to maintain and improve the air quality of the area.
2. All roads and parking areas shall be paved.
3. Review development projects for impact on air quality.

4. Encourage non-polluting industries to locate and expand within Anderson. Support improvements to existing industries which reduce negative impacts to air quality.

Implementation:

1. Cooperate with the Air Pollution Control District to maintain and improve the air quality of the Anderson area.
2. Revise zoning and subdivision standards requiring that all roads and parking areas be paved.
3. In order to encourage car pooling and ultimately mass transit, high density development should be located along major transportation routes.
4. Support Shasta County policies and projects relating to improvement of the area's air quality.

The potential for air quality deterioration is an area wide problem which cannot be controlled by the City of Anderson alone. Shasta County along with the cities of Anderson and Redding should coordinate development, transportation routes and require similar road standards (specifically paving) in an effort to overcome potential air quality problems.

AGRICULTURE

The past character of the Anderson area has been to a large degree established by agricultural uses. These uses range from high value cultivated crops, such as strawberries and kiwis to forage crops and supplemental farming. Many residents were attracted here because Anderson's rural character. The open agricultural space also provides an important part in providing an animal habitat.

Soil surveys by the Soil Conservation Service show an

estimated 75% of land in Anderson as "prime" soils for agriculture. "Prime" soils are those which are classified in the Soil Conservation Service System as Class I or II. Because of the large proportion of prime soils in Anderson, it is not possible to preserve all agricultural lands. Many of those prime soils in fact have already been developed with urban uses. Also, the land needs for desirable growth may not be adequately provided for by vacant non-agricultural lands alone. Our objective, therefore, must be to ensure that these agricultural lands are not prematurely converted to urban use. The method for doing this is presented in the following policies and Chapter 7, Land Use.

Policies:

1. Retain productive agricultural lands while providing land needed for future urbanization.
2. Allow the keeping and raising of animals in areas suitable for such use and compatible with established neighborhoods.
3. Avoid conflicts between agriculture and urbanization within the city's area of influence.
4. Protect and retain areas suitable for supplemental farming.

Implementation:

1. Apply land use designations on the land use plan and zoning map based on findings of agricultural use and urban needs.
2. Adopt and apply an overlay zone for the keeping and raising of animals consistent with the policies above.
3. Approve suitable projects which extend an orderly pattern of growth and do not cause "leap-frog" type

development.

PLANT AND ANIMAL HABITATS

The areas of significant habitat in the city are mainly concentrated along the Sacramento River, Anderson Creek and to some degree the main branch of the ACID Canal.

Lands along these waterways have trees and riparian vegetation which serves several functions. One is providing cover and food for wildlife. Oaks, cottonwoods, willows and berry bushes give feeding, nesting and resting areas for birds, rabbits and other small animals. Agricultural habitats play an important part in providing an open space area for prey species and predatory species. Trees, shade the water and help maintain lower water temperatures for certain fish species. Another function is the important role the root systems play in stabilizing stream banks which prevents erosion and aids in flood control. Finally the retention of vegetation provides natural green space to the city's landscape and aesthetically enchances the built-up areas.

Existing Habitat Areas

The Sacramento River forms the northeastern boundary of the city with 1.3 miles of shoreline along Anderson River Park. The Sacramento River is identified as an extremely important riparian habitat. Approximately sixty percent of the park is designated as a wildlife refuge by the State of California, and the city allows only those uses that will not alter the physical

environment. Some of the species possibly utilizing the wildlife refuge and the riparian habitats located in and around Anderson have been listed as rare or endangered. The southern bald eagle, a Federal and State listed endangered species can be found along the Sacramento River and major tributaries (possibly including Anderson Creek) during the winter months. The eagles utilize these foraging areas primarily to feed on spawning salmon and other fishes. The California yellow-billed cuckoo, a bird classified by the State as rare, may also occur in the riparian habitat along the Sacramento River. The presence of this species in the Anderson area has not been confirmed.

To varying degrees, Anderson creek and the main artery of the ACID Canal support riparian plant and animal communities. Anderson Creek flows into the city from the west and traverses to the southwest portion of the city before heading south to the Sacramento River. The creek carries high flows with occasional flooding in the winter, but is dry above Highway 273 in most summers. Low water flows and disturbances have reduced the occurrence of plant and animal life in that portion of the creek within the city limits. There has also been no plant or animal life deemed significant or endangered in the city limits portion of Anderson Creek.

The ACID Canal flows southerly through the city lying just below the foot-hills of west Anderson. The water source is the Sacramento River but the flow is only during the peak agricultural season. The canal is under quasi-public ownership

having a 100 foot right-of-way.

Since most of the land in this area has been altered from its natural state by agricultural and urban development, there remains only one other significant wildlife area. That is the refuge in Anderson River Park. As mentioned above, this refuge provides the habitat for some rare species. The continued viability of this habitat would be best served by preservation in its most natural condition.

Conservation Measures

The establishment of a wildlife area in the southern portion of Anderson River Park should assure the continued existence of a naturally vegetated habitat with little disturbance from man. The Anderson Creek and ACID Canal, however, have no such assurance or protection from development which could significantly alter the natural habitat of these waterways. It would be to the benefit of Anderson's citizens to establish a greenway program for these waterways in order to protect the existing plant and wildlife species from further encroachment due to development.

Policies:

1. Retain the riparian vegetation along the main water ways in the city.
2. Preserve the remaining wildlife habitat area.

Implementation:

1. Designate the areas adjoining Anderson Creek, the main branch of the ACID Canal and the Sacramento River as open space.

2. Continue use of the "Natural Resource" zoning designation on the wildlife refuge in Anderson River Park.

MINERAL RESOURCES

There are no known mining operations or developable mineral deposits at present. Sites for sand and gravel extraction along the Sacramento River or the creeks may exist, but so far have not been utilized.

Policy: Commercial sand and gravel extraction operations shall be prohibited along the Sacramento River within Anderson.

SOILS

Only one aspect of soils as a resource is considered in this section. That is the conservation of soils, or preventing erosion. Soils most susceptible to erosion are adjoining waterways and on steep slopes in the southwestern parts of town. Water is the primary agent of erosion. By channel clearance, proper flood control measures and restraining development on sloping land, soil erosion can be minimized. A special zoning district has been adopted which establishes restrictions on the development of lands with certain slope percentage. Two of these restrictions are:

- 1) Use permits are required prior to development on slopes of 10 percent or greater.
- 2) No development on slopes exceeding thirty percent shall be allowed.

For a complete description of Anderson's soil types see Data Base.

Policies

1. Avoid further soil erosion for flooding.
2. Control development of sloping land.

Implementation

1. Maintain the flood damage prevention requirements in the City Municipal Code. Chapter 15.
2. Continue application of the hillside slopes and safety zone on the sloped areas of town.

WATER RESOURCES

These resources are the rivers, streams and groundwater of our area. Conservation involves achieving adequate quality and quantity to ensure long term usefulness for both people and wildlife. The state has recognized the importance of water resources and has established Water Resources Control Boards throughout the state. Shasta County also has a water agency to assist with water related matters. The regional scope of these agencies allows them to look at watersheds and basins in their entirety. Anderson's role is to prevent degradation of area water resources due to development and growth. ACID has the right to take water. Water rights are tied to the land; able to serve City of Anderson with water for domestic, agricultural and commercial.

Policy:

1. Maintain high levels of water quality and quantity

in rivers, streams and groundwater basins.

2. Preserve future water rights of all sources; rivers, streams, groundwater and ACID water for residential, commercial, industrial and commercial and agriculture uses.

Implementation:

1. Operate the city's wastewater treatment plant in accordance with state water requirements.
2. Prohibit significant reduction of water quality or quantity.
3. Cooperate with county and state agencies on water related issues.

CHAPTER TWO

HAZARDS

CHAPTER TWO

HAZARDS

In land use planning it is important to avoid certain conditions where development would be hazardous. Such hazards include seismic activity, volcanoes, flooding, fire hazard areas, unstable slopes and noise impact areas. This chapter describes areas of existing and potential hazard which will receive special consideration. It also presents safety measures for maintaining crucial services in an emergency.

This portion of the plan is intended to:

Make the health, safety and well being of the citizens of Anderson an explicit consideration in the planning process.

SEISMIC ACTIVITY

This section considers seismic hazards in the planning process to reduce losses and dislocation from these hazards. Seismic hazards generally include surface ruptures from faulting, ground shaking, ground failures, the effects of tsunamis and seiches, and landslides. Not all of these are present in our planning area.

Existing Seismic Conditions

Anderson, as well as much of Shasta County, is in a low earthquake intensity zone. A map produced and published by the State of California Office of Planning and research depicts Anderson as being located within an Intensity Zone I which is the lowest of the three zones.

The Earthquake Epicenter Map of California (1978, Real, C.R. et al) shows the epicenters for earthquakes from 1900 through 1974. The map indicates that during this period there have been no recorded earthquakes in Shasta County with a Richter magnitude greater than 5.9.

In 1972 the California Legislature enacted the Alquist-Priolo Special Studies Zones Act which requires the State Geologist to delineate special studies zones around all potentially and recently active traces of major faults in California. At present, however, no special studies zones have been designated in Shasta County.

Seismic Issues

Based on the recorded seismic history of Shasta County, this hazard does not pose a major threat. However, there is no guarantee that past history is an accurate indicator of the future. Given this fact, the issue becomes what level of development regulation corresponds to an acceptable risk of life and property damage from this hazard?

Planning criteria responsive to seismic activity and resulting effects concern the structural characteristics and the underlying soils of proposed developments. The former is addressed by the Uniform Building Code, which geographically classifies Shasta County as seismic risk zone 3 (corresponds to intensity VII and high on the Modified Mercalli Scale). Soil characteristics must also be addressed on a case by case basis, and development would be constrained where appropriate.

Seismic Safety Measures

Safety measures related to seismic activity and earthquakes involves prevention of damage and restitution of services.

Specific safety measures undertaken by citizens are included in a city emergency plan.

Building requirements should follow recommendations set forth by the Uniform Building Code, which establishes building requirements for all new structures based on predicated earthquake intensities.

The City of Anderson should be equipped to restore utility services as quickly as possible. Restoring the water supply is an important consideration as ruptured water lines affect fire fighting services as well as water for drinking. Sewer line breaks may endanger public health, and damaged roads restrict travel. Privately operated utilities, such as gas and electricity must also be restored. PG&E stated in a report dealing with seismic and other catastrophies that their personnel, materials, and equipment can be mobilized quickly and concentrated in any area of need to repair their facilities.

Policies:

1. Minimize risk to life and property from seismic activity.
2. Include safety considerations in public systems and improvements and expansions.
3. Continue implementation of uniform building code in construction.

Implementation:

1. Continued updating of the emergency plan.
2. Encourage programs designed to give citizens training in first aid and knowledge of proper action in emergency situations.
3. Continued improvement of the water and sewer systems.

VOLCANIC HAZARDS

Mount Shasta and Mount Lassen are the most likely to affect this community. Major eruptions are commonly preceded by strong local earthquakes. Tiltmeters detect the inclination of the earth which changes before eruption. A Seismograph is operating at Mt. Lassen. These and other geophysical monitoring may give sufficient advance warning to prepare for a eruption.

Volcanic hazards in our area may be expected to cause destruction of buildings, public facilities and productive land, but little if any loss of life. Safety measures for this hazard are presented in the Uniform Building Code and the emergency services plan.

FLOODING

Flooding can be a hazard to development along nearly any waterway. Anderson is concerned about flooding primarily from the Sacramento River.

Existing Flood Conditions

The Sacramento River forms the city's northern boundary. Anderson Creek, Tormey Drain and the ACID Canal also flow through the city and cause flooding. The floodplains of all of these waterways, except the canal, were mapped by the Corps of Engineers. These maps were adopted as the official flood hazard maps for Anderson. These are on file at City Hall in the Planning Department.

An additional flood hazard of extreme preparation is posed by the potential failure of Keswick, Shasta, or Whiskeytown Dams. The area inundated by such an event would include all but the hilly areas in the southwest part of town. This is based on the study done for the State Office of Emergency Services.

Flood Hazard Measures

The city is participating in the federal flood insurance program and has adopted the required regulations of flood hazard areas.

Safety measures from flooding are similar to those presented earlier for seismic activity. The City Code, the Uniform Building Code and the emergency services plan contain additional provisions regarding flood hazards.

Policies:

1. Prevent damage from flooding as much as possible.
2. Encourage open space uses for floodplains.
3. Prohibit development of residential structures in floodway.

Implementation:

1. Continue use of flood damage prevention ordinance and other regulations related to flood prevention.
2. Apply the flood hazards zone to areas in the floodway and flood fringe portions of the floodplain.
3. Review dam failure inundation maps for safety consideration.
4. Cooperate with other agencies in keeping flood hazard maps up to date.

FIRE HAZARD AREAS

Fire hazards can be classified as wildland fires and non-wildland fires. A wildland fire is defined as the burning of natural vegetation on essentially undeveloped lands. Until the 600 acre annexation of foothill area south of town, there were no incorporated areas subject to wildland fires. The annexed area is now a wildland fire hazard responsibility under the jurisdiction of the Anderson Fire District. California Division of Forestry (CDF) provides protection for the other wildland fire hazard areas in the foothills southwest of town. Other city areas are urbanized agriculturally used or have low fuel loads which do not pose a hazard.

Non-wildland fire hazards refers to hazards from storage or transport of flammable materials and overgrown vacant parcels. Transport of hazardous materials could be by truck or rail through town.

Protection Measures

As foothill areas develop, fire protection service will be extended to them. The developments approved there will have fire protection measures as appropriate. This will protect those developments and also improve fire fighting capability for wildland fires on undeveloped areas. The hazard posed from vegetation overgrowth on vacant lots is somewhat minimized by a weed abatement program carried out by the Anderson Fire District. The District has also minimized the threat of fires from the storage of flammable liquids by the adoption of a fire

district ordinance prohibiting above ground storage of such liquids.

The most serious fire hazard facing Anderson residents is the transportation of hazardous materials along Highway 273, I-5 and the railroad. Fire District officials would be confronted with a difficult situation if an accident involving hazardous materials was to take place because officials are not informed of the types of materials being transported. The transport of these hazardous materials are regulated by state and federal agencies.

Fire Safety Measures

Fire protection, which in Anderson is supplied by the Anderson Fire Protection District, is an important safety consideration. The level of fire protection depends upon a number of factors: response time, available equipment, adequacy of water supply, fire resistance of buildings and areas, and access. The city obviously must work with the fire district to reduce fire hazards and to provide good fire protection. Fire capabilities of new developments must be carefully planned to give maximum service at minimum cost. Land use, circulation sewerage, water and fire service are all important determinants of service costs and system adequacy.

Water in Anderson is supplied by both city and privately owned wells and pumps. Fire hydrants are spaced 300 feet apart in commercial areas and 500 feet apart in residential areas.

To minimize response time to fires, circulation should be

such that equipment can be maneuvered quickly and safely to the area of need. To ensure this, streets must require for width, turning radii, cul-de-sac lengths & turnarounds. The city recognizes the importance of circulation for fire safety and submits all subdivision plans to the fire district for comment and recommendation. Minimum street right of way width of 60 feet provides sufficient access for emergency vehicles. Also, the circulation element deals further with this problem.

Other circulation related safety considerations are evacuations due to fires and spills and leaks of dangerous materials. Details of such evacuations must, of course, be handled at the time of need. However, the major roads or highways should be accessible to transport people some distance to safety if a large number of people were to be moved. The arterial and collector streets would be used to reach major roads or highways. Depending on the particular situation, evacuation would not appear to be hindered by lack of adequate routes.

Policies:

1. Maintain the present level of fire protection in developed areas and extend the same or greater level of service to new developments.
2. Ensure that fire safety is considered when capital improvements are planned.

Implementation:

1. Continued review of all new subdivision by the fire district.
2. Cooperation with the fire district in sizing new

water lines and locating hydrants.

3. Improve water system capabilities as they affect fire service.
4. Retain use of the Uniform Fire and Building Codes in Anderson.
5. Periodically review the city's capital improvements, both existing and planned.

UNSTABLE SLOPES

The steepness of terrain or slope often determines the developability of an area. Slope affects the placement of building sites, roads, utilities, water and sewer lines. Some uses can be developed on moderately sloping land, but commercial and industrial developments generally require land with less than a five percent slope. Land with slopes of 30 percent or more need to be planned for open space uses.

Two major hazards occur on slopes which limit development. They are landslides and increased erosion. The hazard from landslides is determined from soil strength, degree of slope and level of saturation. Erosion hazard comes from the soil composition, slope angle, permeability, expansiveness and amount of protection by vegetation.

Existing Conditions

The city lies mainly on the valley floor which is relatively flat. Southwesterly parts of town are on rolling hills with up to 50 percent slopes. The city already recognizes the hazard potential in this area.

Stability Issues

The effects of landslides and increased erosion have been

addressed through a special zoning district. The provisions of that zone require reduced density, soil investigation and design by a licensed soil scientist or engineer. Compliance with these provisions should be adequate for development on sloped areas.

Damage due to subsidence, or sinking ground, is a gradual process and not expected to be a problem, therefore, no considerations are needed at this time. A sign of such occurrence or any large water withdrawal program, however, should be investigated to determine actions necessary for protection of property.

Policies:

1. Plan for appropriate densities and types of land use on sloped lands.

Implementation:

1. Retain application of the hillside slope and safety zone on the foothill areas in town.

NOISE IMPACTS

Noise characterizes today's life more than any other quality. It must be realized, of course, that noise is a product of many different activities, many of which are essential to the normal functioning of today's community. Some are required by reason of their nature and purpose to be loud and disturbing, such as sirens, car horns, etc. But noise can nevertheless be reduced, controlled, or located where least harmful and disruptive to normal community functions.

Accousticians indicate that noise is increasing as much as one decibel per year. Because of this increase, noise pollution is receiving more recognition as a major environmental irritant and health problem. According to the Assistant Secretary for Environmental and Urban Systems, United States Department of Transportation, people are much more sensitive to noise pollution than to air pollution. Noise effects can be physical, psychological, or economic.

Noise and Health

The physiological effects of noise are hearing loss, either temporary or permanent aural (ear) pain, nausea, a loss of muscular control, and a blurring of vision. Psychological effects include annoyance, fear, interference with work and disruption of sleep or rest. Noise also interferes with speech communication.

It is important to note the distinction between voluntary and involuntary noise exposures. Exposures to high levels of environmental noises are often sought by the individual. For example, voluntary exposures to very loud music are common.

Land values are obviously effected by noise levels of surrounding areas much as land values are effected by other inconsistent uses. This is witnessed by the depressed price of homes located adjacent to freeways or other facilities. Such regulations will provide a benefit to property owners by maintaining a healthy environment. Clearly, regulation of noise

and/or land use with respect to noise is a proper function of the city.

Recognition of the problems of noise is made by many governmental agencies. The Noise Control Act of the California Legislature (Division 28 of California Code) reads in part:

- a) "The legislative body hereby finds and declares that: excessive noise is a serious hazard to the public health and welfare.
- b) "Exposure to certain levels of noise can result in physiological, psychological, and economic damage.
- c) "There is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. All Californians are entitled to a peaceful and quiet environment without the intrusion of noise which may be hazardous to their health and welfare".

The state has also responded to the noise problem in Section #65302 of the California Code of requiring a noise element in all general plans. It must be recognized that noise should be an important factor when considering land use. There are many land uses clearly unsuitable for noisy environs; other uses must be protected or located to ensure healthy conditions for the citizens; others still do not require environments quieter than required to protect workers from the hazards of noise. Thus, to allow a hospital in a noisy area is clearly improper as it is to allow residences in extremely noisy areas. Conversely, to allow a loud use to be placed in an existing quiet residential area is not proper.

The purpose of the City of Anderson Noise Element is, therefore, to minimize the negative effects of noise and to aid

in the provision of a healthy environment with adequate protection from excessive noise and the accompanying effects. The City of Anderson will strive to regulate the location, intensity, duration, time, frequency, and the level of noise in the community in such a way as to provide maximum relief from noise and minimum cost inconvenience to those regulated.

To regulate noise with respect to the above criteria, standards must be used to insure fairness, attainment of goals, and ease of application. These standards must take into account the various activities that will take place in the city and the proper times and locations for those activities.

Defining the Problem

A definition of noise is in order to clarify just what the noise problem is. Section #39822 of the California Code defines noise as excessive, undesirable sound, including that produced by persons, pets and livestock, industrial equipment, construction, motor vehicles, boats, aircraft home appliances, electric motors, combustion engines, and many other noises producing objects. Webster's New World Dictionary of the American Language defines noise as: 1) clamor, din; 2) sound, especially any loud disagreeable sound. By considering these definitions, it can be seen that there will not be universal agreement on what is considered noise. The degree of noise impact can be considered a function of location, proximity to people and uses, time of day when it occurs, frequency and intensity, whether impulsive or continuous, and the attitude

toward the particular type of sound.

According to the Environmental Protection Agency, a complete physical description of a sound must include its magnitude, its frequency spectrum, and the variations of both of these parameters with respect to time.

Sound is actually a variation in air pressure or a wave caused by a vibrating object. The stronger the pressure, the louder the sound. The frequency or pitch also varies and affects the sound level. Sounds of certain frequencies are louder than others at the same sound pressure.

To measure sound then, requires the measurement of air pressure. The sound pressure of the lowest sound heard and the highest sound tolerable differ by a ratio of 1 to 1,000,000. A loud voice would be at a level of 30,000.

Sound is measured in units called decibels. This is done by squaring the sound pressure to give an equivalent amount of energy. A ten decibel increase in sound level doubles the apparent loudness of sound and vice-versa. If the sound is emanating from one point, it travels in waves, much as when waves in water are created when an object is thrown into the water. In such a case, by doubling the distance away from the sound source, the sound level will decrease by six decibels.

If however, the source is not a point, but a line, a doubling of distance away from the sound source will decrease the sound level by three decibels.

Because frequency has such an important effect, the noise

intensity scale generally used is the "A" scale which accounts for the fact that low frequency is not as bothersome or easily heard as high frequencies. The mandated noise element recommends using the "A" scale with correction added for time duration per event and the total number of events per 24 hour period.

Because of the many factors involved in the measurement of noise, there are many different measuring systems. The most frequently used measures are given below.

The Environmental Protection Agency uses the "Equivalent Sound Level" or the Leq system. This system can have many variations. For example, the equivalent sound level for an 8 hour period is known as Leq (8). This is the equivalent A-weighted sound level computed over a continuous time period of 8 hours. The Leq for 24 hours weighed nighttime exposure (Ldn) relates noise in residential environment to speech interference, sleep, and activity interference. This divides the day into two periods 7:00 a.m. to 10:00 p.m. and 10:00 p.m. to 7:00 a.m. The latter time period is weighted 10dB. The L10 method is used by Caltrans and indicates the noise level exceeded 10% of the time.

A community Noise Equivalent Level (or CNEL) system is similar to the Ldn system except that the day is broken down into three time periods: 7:00 a.m. - 7:00 p.m.; 7:00 p.m. - 10:00 p.m. and 10:00 p.m. - 7:00 a.m. The second period is weighted 5 dB and the third is weighted 10 dB. There is very little difference between the CNEL and Ldn levels. CNEL is used

for airports and in the California Code, Title 25.

The levels of different common sounds are given in the following tables to familiarize the reader with the use of decibels.

TABLE 1
SOUND LEVELS BY DECIBELS

dBA	
0	Threshold of hearing
30	Quiet residence
40	Average office
60	Quiet back street, no traffic; ordinary conversation at 3 feet
65	Man's voice at three feet
75	Phone at nine feet
83	90 passenger twin jet transport landing
85	Busy street, (persistent noise impairs hearing for speech communication)
98	90 passenger twin jet transport takeoff
109	Unsilenced cycle - two feet from exhaust
117	Riveting on large steel plate at 6 feet
120	Threshold of pain

The Department of Housing and Urban Development indicates that continued exposure to levels of 100 decibels or more can lead to temporary and eventually permanent hearing loss. Furthermore, it is reported that levels about 85 dBA can lead to hearing loss depending on exposure. It is agreed upon by

authorities that noise levels of 90 decibels and greater require some type of hearing protection. The pain threshold is approximately 120 decibels and brief exposure to levels of 140 - 150 decibels can rupture eardrums and cause permanent hearing loss.

Continuous noise levels above 90 dBA appear to have potentially detrimental effects on human performance, especially on vigilance tasks, information-gathering, and analytical processes. The amount of disruption is highly dependent on the type of task, the state of the human organism, and the state of morale and motivation.

Physiological responses can be many. However, there is no clear evidence that continued activation of these responses leads to irreversible changes or permanent health problems. Sound can cause pain to the auditory system; however, such intense exposures are rarely encountered in the non-occupational environments. Some data indicated noise can effect a persons equilibrium.

According to Occupational Safety and Health Administration regulations protection against the effects of noise exposure shall be provided when the sound level exceeds those shown in the table on the next page.

If variations in voice level involve a change at intervals of one second or less, it is to be considered continuous.

Of the many community surveys on noise which have been conducted, speech interference emerges as the most tangible

Table 2
YEARLY AVERAGE*EQUIVALENT SOUND LEVELS IDENTIFIED AS
REQUISITE TO PROTECT THE PUBLIC HEALTH AND WELFARE WITH
AN ADEQUATE MARGIN OF SAFETY

	Measure	Indoor Activity Inter- ference	Hearing Loss Considera- tion	To Protect Against Both Ef- fects (b)	Outdoor Activity Inter- ference	Hearing Loss Considera- tion	To Protect Against Both Ef- fects (b)
Residential with Out- side Space and Farm Residences	L_{dn}	45		45	55		55
	$L_{eq}(24)$		70			70	
Residential with No Outside Space	L_{dn}	45		45			
	$L_{eq}(24)$		70				
Commercial	$L_{eq}(24)$	(a)	70	70(c)	(a)	70	70(c)
Inside Transportation	$L_{eq}(24)$	(a)	70	(a)			
Industrial	$L_{eq}(24)(d)$	(a)	70	70(c)	(a)	70	70(c)
Hospitals	L_{dn}	45		45	55		55
	$L_{eq}(24)$		70			70	
Educational	$L_{eq}(24)$	45		45	55		55
	$L_{eq}(24)(d)$		70			70	
Recreational Areas	$L_{eq}(24)$	(a)	70	70(c)	(a)	70	70(c)
Farm Land and General Unpopulated Land	$L_{eq}(24)$				(a)	70	70(c)

Code:

- a. Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity. (See Figure D-2 for noise levels as a function of distance which allow satisfactory communication.)
- b. Based on lowest level.
- c. Based only on hearing loss.
- d. An $L_{eq}(8)$ of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an L_{eq} of 60 dB.

Note: Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

*Refers to energy rather than arithmetic averages.

component of annoyance whereas sleep and other kinds of activity interference are most important, but less well-defined contributors. Thus although it is important to understand the importance of annoyance, as a concept, it is the actual interference with activity on which the levels identified in this document are based.

Sources of Noise

In order to understand the noise problem in Anderson and alleviate present and avoid future problems, existing noise problems in Anderson must be investigated. As in most communities, transportation facilities are a major source of noise. In Anderson these facilities consists primarily of Interstate 5, State Highway Route 273, the S.P.R.R. and the Redding Municipal Airport.

Interstate 5, Highway 273 and the railroad are problems because of their locations. All three of these facilities travel directly through Anderson splitting the city up and thereby spreading out the noise problem. Although the airport is not in the city, the air traffic from the airport does effect Anderson because of the flight paths of airplanes using this facility.

Another noise problem in Anderson is the Shasta District Fairgrounds which hosts a variety of activities. Noisiest of these is the automobile racing which take place on weekends about half the year. Mufflers are obviously noise reduction

devices for these autos.

The various levels of noise in Anderson can be seen from the various mappings and readings provided by Caltrans and derived from data supplied by Southern Pacific Railroad.

As in many other planning areas, residential neighborhoods are a primary concern of this element. This is because residential activities demand the lowest noise levels in the community, with the exceptions of special facilities such as schools, libraries, hospitals, etc.

The health, welfare, and well-being of the citizens of Anderson are most directly affected in these residential areas and the activities in these areas are mostly incompatible with a noisy environment.

Efforts should be made to insure that commercial vehicles do not use residential streets except where absolutely necessary.

Design and location of city streets and facilities should be such that increases of noise from these facilities is minimized.

Policies:

1. Ensure retention of acceptable sound levels in all residential neighborhoods. Acceptable sound levels are 55 or 50 CNEL dBa.
2. Avoid placing high noise-generating land uses adjacent to residential developments, schools, hospitals or similar noise-sensitive land uses.
3. Consider noise impacts in the planning process of projects.
4. Minimize noise levels throughout the city as much as practical.

Implementation:

1. Monitor the effectiveness of the city's noise control ordinance.
2. Plan circulation routes and adjoining land uses to avoid truck and high volume traffic near noise sensitive land uses, such as residential, schools and hospitals.
3. Require appropriate noise barriers or design features for projects which significantly increase noise levels.
4. Comply with provisions of the Redding Municipal Airport Specific Plan.
5. Require noise attenuation for quiet uses near noise generators; i.e., subdivision near freeway.

CHAPTER THREE
COMMUNITY DEVELOPMENT

CHAPTER THREE

COMMUNITY DEVELOPMENT

In order to plan effectively a community must have adequate knowledge of its present conditions. This section of the General Plan contains information on developed and vacant lands, the economy, population forecast, historical and archaeological sites and parks. This collection of information details the "built environment" which will be correlated in the Land Use chapter with the other sections to produce a future land use plan for the city. Because the man-made features of the community are usually the most changeable, this particular section of the plan will need frequent updating.

Keep in mind that this Community Development section is not intended to duplicate the Data Base. Although some of the information contained in this section will be similar to that found in the Data Base, our objectives here are to include only those items that are vital to determining future land use designations. Including too much information would make this section and the resulting land use plan based on it, out of date too soon. The Data Base is the proper place for detailed information until it shows trends that should be addressed by the General Plan.

DEVELOPED AND VACANT LANDS

A land use survey was taken to determine the pattern of existing land uses and the acreage devoted to each use. The

results of the survey showing a breakdown by acreage and percentage is included in Table 3 on the following page. No information was gathered on lands outside the city limits.

Table 3
Existing Land Uses
City of Anderson
May 1984

<u>Residential</u>	Acres	Percent
single family (detached)	439	11.7
duplex	94	2.5
multiple family	<u>61</u>	<u>1.6</u>
	* 594	* 15.8
<hr/>		
<u>Commerical</u>		
retail, office, services	38	1.0
heavy	<u>15</u>	<u>.4</u>
	* 53	* 1.4
<hr/>		
<u>Industrial</u>	* 24	* .6
<hr/>		
<u>Public/Semi-Public</u>		
parks	184	5.0
schools	103	2.8
cemeteries	14	.4
churches, public facilities	120	3.2
ACID canal	31	.8
transportation corridors	<u>419</u>	<u>11.2</u>
	* 817	* 23.4
<hr/>		
<u>Natural Resources</u>	* 311	* 8.3
<hr/>		
<u>Agricultural - all types</u>	* 570	* 15.3
<hr/>		
<u>Vacant Land (1)</u>	*1315	* 35.2
<hr/>		
	Total Acres	3738
	Square Miles	5.84
		100%

1) For a breakdown of vacant land by General Plan and zoning designation see Tables 4 and 5.

The second largest portion of the the developed area is in residential useage. Single family units occupy about 12% of the net developed area, with multi-family and duplex just over 4% at present (1984). There are four main areas of residential: 1) east of North Street from the river to Stingy Lane over to Sharon Avenue; 2) the downtown area from East Street to the freeway; 3) the area bounded generally by Silver Street, First Street, the ACID Canal and South Street, 4) Anderson Heights Subdivision and Spruce Circle area. Single family houses dominate all of these residential areas. Multi-family developments are located at Ravenwood and North Streets, along Oak Street, west of Highway 273 along Bruce and Alamo Drive, and on Pinon Avenue and Spruce Street. Some multi-family units are interspersed with single family and commercial uses between Silver and West Center Streets.

Commercial development has occurred along the major streets of West and East Center, North, Balls Ferry, Freeman and East Streets. The two main commercial areas are the older downtown section between East Center and East Streets and the newer Anderson Square/Gateway Shopping Center. There is some industrial development on both North and South Barney Street. Much larger industrial developments are located to the northwest and south outside of the Anderson city limits.

Public and semi-public uses account for 23% of the developed area, the largest percentage. The facilities contributing the

most to this amount are road rights-of-way, Anderson River Park, schools and the Shasta County Fairgrounds. The remaining uses include churches, cemeteries and city owned parks and facilities. Vacant lands comprise 35.2% while agricultural lands take up to 15.3% of the city's total. These are in fairly large blocks located between the railroad and I-5, I-5 and North Street, east of Stingy Land, south of Balls Ferry Road, and south of Anderson Heights subdivision.

Other information regarding the land use survey is contained in the Data Base or is on file in the Planning Department.

ECONOMIC DEVELOPMENT

This section presents a brief description of Anderson's economic climate including existing characteristics and future needs. The input from this will be used in the Land Use chapter to plan future agriculture, commercial and industrial sites. Other information on Anderson's and the regions economy is contained in the Data Base.

The presentation here does not constitute an economic development plan. Such a plan would normally be prepared in cooperation with an economic development agency. It would identify sites, needs and activities necessary to carry out specified projects. That type of plan would be support document for the city's General Plan.

Existing Characteristics

In the past few years Anderson and Shasta County as a whole have experienced a high rate of unemployment. This can mainly

be attributed to the seasonal nature of the areas main industries; timber, tourism and agriculture. The closure and layoffs at various lumber and paper mills in the Anderson area increased unemployment. A decrease in the number of building permits issued in recent years also reflects this slump in the local economy.

Local economic conditions, though, are not solely a result of the seasonal nature of the areas main industries. They also result from state and national conditions. A decrease in housing starts nationwide is directly reflected by decreased production of lumber products at area mills. An increase in gasoline prices reduces travel, thus decreasing local retail trade and services dependent on tourism.

Future Needs

Continued dependence on industries of a seasonal nature would not be beneficial to the attainment of steady growth in the economy. The most significant and obvious economic need in the Anderson area is diversification of industry. New industries not heavily dependent on natural resources and climate should be encouraged to locate in the area.

In the past, economic development has been mainly achieved by the private sector. Today the public and private sectors work together to achieve similar goals. A public agency should provide sites conducive to industrial development and expansion with adequate systems, such as sewer, water and drainage, designed to meet industrial needs.

Policies:

1. To ensure an adequate supply and variety of commercial and industrial sites.
2. To protect industry from incompatible land uses.
3. To encourage and promote new types of industry in order to diversify the areas economic base.

Implementation:

1. Establish zoning designations allowing a variety of commercial and industrial uses.
2. Apply General Plan and Zoning designations to parcels conducive to commercial and industrial development.
3. Expand the "permitted uses" category of the commercial and industrial zones, thus expediting the permit process.
4. Assist the Anderson Chamber of Commerce with their promotion of commercial and industrial development.

POPULATION FORECAST

A reasonably accurate population forecast is essential to determine the needed amount of urbanizable land and future levels of community services. To determine a reasonable projection, the city studied historic population trends and the capacities of key public facilities. These were then compared and evaluated before deciding on a growth projection and land use plan.

The city grew from a 1960 population of 4,492 to a 1980 population of 7,381. The growth rate for that period averaged 3.2% per year. From 1970 to 1983 the annual growth averaged 2.4%.

The sewer plant currently has capacity for an additional 117 households or 315 persons. Phase II expansion would provide for

an additional 683 households or 1,837 persons. Beyond Phase II an additional 3,416 households or 9,189 persons could be served by the Phase III expansion. The water system can provide for equivalent numbers of potential users with normal extensions and improvements.

The states projection for Shasta County shows a population of 164,132 for the year 2000.

The population forecast adopted for this plan is 12,134 persons by the year 2000. That projected rate is based on the 1960 to 1980 rate of growth. Below is a chart showing the population levels at five year intervals with a uniform rate of growth.

TABLE 4					
	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>
Anderson	7381	8569	9757	10,945	12,134

The overall increase in population is 4,753 persons or 64% above the 1980 total.

More significant than population growth will be the growth in numbers of households. Households are occupied housing units, as defined by the Census Bureau. The trend in household size has been steadily downward. That means that a greater number of housing units will have to be provided in order to meet the needs of the forecast population. In 1960 the household size was 3.41. By 1980 the average per household was 2.69. That was an annual population increase of 5.4% per year, as compared to a population increase of 3.2% per year.

For the planning period through the year 2000 the household size is not expected to decrease as much. The household size would be 2.50 average if it decreased by half the rate of 1960-80. This household average will be used in the Land Use chapter to project residential land needs.

The City realizes that actual population and household growth may vary from this forecast. For this reason, the Planning Commission will review every few years the population trends. Adjustments to the plan will be considered when necessary.

HISTORICAL AND ARCHAEOLOGICAL SITES

The area in and around Anderson has a high probability of having notable historical and archaeological sites. This is based on the city's location near the Sacramento River and the old California-Oregon Trail. The river attracted settlements of native Americans, and the Oregon Trail was the major corridor of transport and settlement in more recent times.

Existing Conditions

At present there are no historic sites in the city recorded on the National Register of Historic Places, the California Landmark series or list of State Points of Historic Interest. The absence of registered historic sites, however, does not mean significant sites do not exist in Anderson. There are several sites in the western portion of the city identified by the Shasta Historical Society as having historical significance. East Center Street with buildings dating back to the 1880's

could be considered an "historical street." Neither the street nor the buildings, though, have been placed on historic registers.

Preservation Measures

An agreement has been formulated with the State Office of Historic Preservation. Under that agreement the City of Anderson would review any site requesting modification which may be eligible for the national register. The agreement between the city and the Office of Historic Preservation should allow for the identification and protection of historic sites within the City of Anderson. Any new development or land disturbance proposed for those areas identified as having a high probability for containing cultural resources should be surveyed by a qualified archaeologist prior to development or disturbance.

The city has contacted the Regional Office, California State University, Chico Anthropology Department in order to identify known archaeological sites. An archaeological records search was conducted in October, 1980 for the City of Anderson and the nearby area. There were three sites identified as having archaeological artifacts. Two of these sites lie outside the city limits in the city's influence area, with the remaining site located within the city. All three of these sites have been disturbed at one time or another by development activities. Other areas were identified as having a high probability of containing cultural resources, but no other recorded sites exist at this time. Adoption of the above agreements could lead to the

discovery and preservation of historical and archaeological sites within the City of Anderson.

Policies:

1. Conserve the cultural heritage of Anderson for future generations.
2. Encourage the preservation, restoration, maintenance and monumenting of all significant historical resources in the city.
3. Protect archaeological sites from looting and deterioration.
4. Archaeological review for most projects.

Implementation:

1. Support programs that conserve historical and archaeological resources.
2. Encourage property owners to participate in programs which provide incentives for maintaining or enhancing historic structures.
3. Continue enforcement of agreements for historical and archaeological sites.

PARKS AND RECREATIONAL FACILITIES

Recreational facilities are becoming increasingly important as leisure time increases, more people reach retirement age, schools teach recreation skills as part of their general curriculum, and outdoor activities become a more important part of many people lives. The terms "park" and "recreational facility" are used interchangeable in this chapter.

Provision for recreational facilities is one of the municipal services provided to citizens. The complete

recreation system can be made up of various facilities, some of which may not be owned by the city. An example is a regional park, which services a sub-region and is often times owned in whole or in part by the federal government or other agency. Existing school facilities and grounds can also provide recreational opportunities. There are three elementary schools and one high school in the city which could be used to great advantage.

There are three distinct age groups which use recreation facilities with various degrees of intensity. Children below the ages of 13 or 14 are the most intense users of recreation facilities. Next, retired persons who have more leisure time, also use recreation facilities to a large extent. Finally, the use of recreation facilities by people in the age group of from 14 to 65 is more limited than the other two groups. Each of these age groups require different types of recreation areas and different facilities. The younger people require areas for more active play, while the older persons prefer the more passive activities. The middle age group needs facilities which the whole family can use.

There are many sets of parks standards. Some are based on state and national experience with recreation, planning and implementation, others are related only to the local jurisdiction for which they were developed. The following standards are based on previous experience, both statewide and local.

Park facilities can be classified by size, use and service area as follows:

Regional Parks -- County, state, or federally owned land. These parks are usually in close proximity to a city. They include major open space, are open to the public, and provide such services as golf courses, which may be operated by a city, county, or private enterprise.

Community Parks -- In general, a community park serves an area which includes one or more secondary schools. This area is a group of neighborhoods forming a recognized section or district of the city. These parks are planned primarily for young people and adults, and provide indoor and outdoor facilities to meet a wider range of recreational activities than does the neighborhood recreation center.

Neighborhood Parks -- These parks should be planned and developed to meet the specific needs of the neighborhood to be served. Although participation in a neighborhood park, particularly during the summer months, is primarily by teenagers and school children, the facilities should offer services comparable to the demographic make-up of the entire neighborhood. These parks usually require 8 - 10 acres. To be an effective part of the park and recreation system, it is necessary to blend a combination of activity area, passive or active, and landscaping to buffer activities from each other and from the surrounding residences.

Mini Parks -- Size and location of mini-parks are determined primarily by the availability of vacant land. They average from 1 to 3 acres in size, and may service any age group, depending on neighborhood needs. These parks offer play and quiet game areas, multi-purpose courts, and landscaping. Development of mini-parks can remove many existing eyesores and hazards. However, they are the most expensive to acquire, develop and maintain because of intensive use.

Other Open Space Areas

Several other open space opportunities may be provided through flood plains, beautification areas, common greens, and other open spaces.

Areas subject to inundation by the Sacramento River should

be designated flood plains. Development in this area should be limited to those uses which would not be affected by flooding and inundation. Development regulation may be accomplished through the provisions of the Zoning Ordinance. The open space of this flood plain area is valuable for its visual effect and recreation potential.

Beautification areas are designed for unused parts of rights-of-way and building sites. These areas when properly landscaped enhance and beautify the city, making it more attractive to residents and visitors.

Common greens are generally semi-public areas found within cluster residential developments. These areas provide relief from the concentrated urban development and supply needed recreation area for portions of the population.

These areas can be coordinated with existing parks and landscaped property to create a network of greenways. Bikeways and walkways can connect the various greenways to provide access from all sectors of the community. The land use plan can be the vehicle for establishing such a network.

Existing Park Facilities

The following gives a description of the current park facilities using the park classification system above. A more complete description of these facilities is found in the Anderson River Park's masterplan and the city's Recreation Study.

Current Park System Inventory by Classification:

1. REGIONAL PARK

LOCATION

- Anderson River Park
- Situated at the eastern end of Rupert Road along the western banks of the Sacramento River.

SIZE

- 428 acres

CHARACTERISTICS

- Sixty percent of Anderson River Park is owned by the State of California as a wildlife refuge being maintained and supervised by the City of Anderson. The following facilities are located in the park:
kiddyland play area consisting of a slide, swings and other playground equipment; 2 sets of bathrooms; 2 ball parks with dugouts, 4 lighted tennis courts; Boy Scout Hall; 3 horseshoe pits; and two bocce ball courts; 5 group picnic areas; a model airplane airfield and a soon to be constructed multi-purpose athletic field and bandshell.

2. COMMUNITY PARK

LOCATION

- Volonte Park
- Situated on the west side of Emily Drive at the Emily Drive-Bruce Drive intersection.

SIZE

- 12 acres

CHARACTERISTICS

- This park has 2 baseball diamonds both equipped with dugouts and bleacher; 1 restroom and 1 concession stand. Use of this park is to be expanded by the addition of a picnic area and childrens playground.

3. MINI PARK
- Veterans Park
 - LOCATION - Situated at the west end of Vets Lane
 - SIZE - 1.2 acres
 - CHARACTERISTICS - This park is owned by Shasta County having 5 tennis courts and 2,600 square feet of free play area, 1 restroom and playground equipment.

In addition to the above parks, the city has three indoor facilities open for public use on a reservation basis. These indoor facilities include a Boy Scout Hall located in Anderson River Park, an Arts and Crafts room and multi-purpose room both located in City Hall. These facilities may be reserved by contacting the Anderson Recreation Department and paying a rental fee.

Current Park System Size:

Following is a breakdown of the city park system by acreage:

Regional Park Land	Acres
Anderson River Park	428
City/County Park Land	
Veterans Park	1.2
City Park Land	
Volonte Park	12.0
School Park Land	
Anderson Union High School	148.0
Anderson Elementary School	12
Anderson Heights School	12
Meadow Lane School	11
TOTAL CURRENT PARKS ACRES:	624.2

School-Park Development

School facilities and major public utility easements are additional open space candidates. The schools make little use of their properties after school hours, weekends and summers, when these properties could be used more effectively. Most utilities easements are used only for the utility equipment. Multiple use of these properties would serve two purposes: 1) to provide recreation areas; 2) to make a portion of the easement used for recreation more attractive to the neighborhood.

Joint City-School Recreation Program can be approached from a number of aspects. Each method should be explored in an effort to gain maximum use of buildings and grounds. The more use the city can gain with fewer facilities, the less it will have to provide through General Fund budgeting and Park and Recreation Tax levies. The same, of course, holds true in obtaining agreements with the various utility companies to use their land, which is presently used for a single purpose. Also, particular effects have been noted where such cooperative programs have been instituted. First, more recreation has been produced for each dollar spent. Full advantage is taken of all existing facilities where parks and playgrounds were not duplicated. Second, the whole recreation program has been broadened to take in all groups - infants, children, teenagers, adults, and senior citizens; service and social groups; hobby

groups; civic groups; and most important of all, the family. For these reasons the city has entered into agreements with several school districts in our area. The districts include Cascade Elementary, Happy Valley Elementary, Pacheco Elementary and Anderson Union High School.

Future Park Development

The current park facilities are fairly well distributed to serve the developed parts of our community the areas which are farthest from these facilities, however, will need additional park land provided as they develop. There are various ways of providing this park land. The park masterplan and the recreation study describes in detail methods of financing or acquiring additional lands.

There are no precise methods of calculating the amount of land necessary for future parks. Each area, each neighborhood, each project that develops will have to be evaluated for its park demand and the opportunities available to meet that demand. Just because no quantitative measure is established should not be construed as meaning none will be required. No community can be timid about park requirements and expect to enhance its image - either as a place to live in or develop in. Each park area established brings benefits to both city and developers.

Our community must judge for itself how much park and open space land is needed, and what roles these will play in its development pattern. Developers should recognize this before presenting projects to the city. Without cooperation between

developers and the city, adequate park and open space lands will not be provided. Such an inadequacy could prove detrimental to both.

Policies:

1. Provide recreation facilities adequate to meet the needs of all age groups of the city.
2. Cooperate with other agencies in order to obtain need recreational facilities.
3. The city's park system shall be composed of three types - neighborhood, community and regional.
4. Adopt Anderson Park Masterplan as part of the General Plan.

Implementation:

1. Maintain and develop the Anderson River Park in accordance with the adopted masterplan.
2. Whenever possible, plan parks adjacent to schools.
3. Provide community parks to serve several neighborhoods and locate them where they are accessible to the greatest number of residents.
4. Include other areas of open space in the city's system whenever feasible, such as flood plains and greenways.
5. Continue the requirement for payment of parks development fee for projects.

CHAPTER FOUR
PUBLIC FACILITIES

CHAPTER FOUR

PUBLIC FACILITIES

This portion of the City's General Plan is concerned with water, sewage, drainage, solid waste, school and fire protection services in order to provide for continued development and expansion of the City of Anderson.

Quality and adequacy of public facilities are two of the most important requirements of an expanding economy and growth of a community. The conclusions and recommendations contained in this report provide for the public facilities necessary for the future growth and development of the City of Anderson. The provision of these facilities must also be in a manner compatible with projected land uses.

The development of specific programs for system improvements of both the present and long range needs are outside the scope of this study. Such improvements should be the subject of a study for a capital improvement program including a plan for financing.

Environmental characteristics influence population growth, density and distribution. They also affect both the nature and cost of public improvements. Topography, geology and climate are physical characteristics of the environment which affect the construction and operation of public facilities. In the following these characteristics have been evaluated in regard to their effects on public facilities.

The topography of Anderson is relatively flat with the exception of the southwesterly foothills and the portion known as Anderson Heights. These relatively flat areas together with numerous irrigation canals of the Anderson-Cottonwood Irrigation District (A.C.I.D.) complicate provisions for sewerage and drainage facilities because of high groundwater levels in the summer months. Ground elevation for Anderson range from about 410 feet at the Sacramento River to 460 feet at the base of the ACID main canal, and from 460 feet to 510 feet in the Anderson Heights area.

The soil has a top layer of sandy loam known as "Sacramento silt loam", "Sacramento fine sandy loam" in the low areas and "Perkins gravely loam" at the higher elevations to the west. Percolation rates are relatively high in the low area. The water table, however, is within three to four feet of the ground surface due to extensive irrigation in the area and seepage from the main ACID Canal during the summer months. This not only complicates underground construction, but also makes it very costly.

The climatic factors of temperature and rainfall are of the greatest concerns in this study. Anderson experiences very warm summers and mildly cool winters as a rule, with summer temperatures in excess of 100 F and sub-freezing temperatures on occasions in the winter months. Rainfall in the Anderson area average about 39 inches per year and is characterized by fairly heavy rainfalls during October through March, without

appreciable precipitation during the summer months.

WATER SYSTEM

At the time of incorporation in 1956 the residents of Anderson were receiving their domestic water from one of two privately owned water companies, the Anderson Water Company and the Anderson Heights Water Company, or from individually owned wells. A bond issue for acquisition and improvements was passed by the electorate, and the city began operating the water systems in July 1966.

Existing

Anderson has an abundance of good quality ground water which is supplied to the residents from five city operated wells located within the corporate limits and from individual private wells in older parts of the city.

The city has two water storage reservoirs; a 1,000,000 gallon reservoir and a 40,000 gallon reservoir, both located on the west side of town. These are the only emergency water storage facilities for the city water system. The city operates on a meter system with a few facilities such as Anderson River and Volonte Park, the wastewater treatment plant and mobilehome parks charged on a flat rate basis.

Needed Improvements

Following is a list of needed improvements for the city's water system:

- a standby power system for use in emergency situations;

- working flow charts (used to determine water demand) on all city wells;
- a complete study of the water system identifying pipe sizes, lengths, tees, crosses, valves, hydrants, pumping facilities, location of storage facilities, age and condition of existing transmission mains, and a breakdown of demand is needed.
- improve existing water system to meet fireflow requirements for new development.
- additional water storage requirements as identified in Title 22 of the California Health and Safety Code, Chapter 15, California Waterworks Standards.

In order to improve the water system as described above, the city must formulate an improvement program establishing priorities and financing mechanisms;

Anderson still has many homes and businesses on private wells and septic tanks. These are scattered throughout the older sections of the city, limiting the revenues that would be derived if all the homes on a street were connected to sewer and water. It also places the city in a poor position when residents request connection to water and/or sewer where lines would have to be extended into an area where other homes do not want to connect. It has been the policy of the city to require a homeowner who wishes to connect to services to extend those services to his property and be reimbursed if future connections are made. However, most people in Anderson cannot afford this additional cost and so continue to utilize private individual services.

Lack of sewer and water availability is also a deterrent to development in Anderson's commercial and industrial zones. At

this time the city has no means of funding extensions where an insufficient amount of revenue could be generated to pay for construction costs.

Policies:

1. Provide adequate quality and quantity of water service to existing and developing areas.
2. When service extensions are requested, provide them and reimburse property owners financing the extensions when future connections are made.

Implementation:

Use the capital improvements program and Anderson Municipal Code to carry out these policies.

SEWAGE DISPOSAL SYSTEM

The City of Anderson has a secondary sewage treatment plant that was constructed in 1974. The plant has 1.2 million gallon per day (MGD) capacity. The treatment plant is located at Anderson River Park. The plant was designed for expansion in phases. The second stage is designed to increase capacity to 1.5 MGD and the third stage would double capacity to 3.0 MGD.

In order to monitor sewer hookups and distribute them for all land uses, an allocation plan for sewer connections was adopted. The sewer allocation plan is divided into four categories, with each of the four receiving a percentage of the existing capacity. Forty five percent of the capacity has been allocated for single family dwellings, 11% for medium density dwellings, 13% for multi-family and 31% for commercial/industrial land uses. The recent expansion project of wastewater treatment plant facilities is part of the city's

attempt to upgrade city sewerage facilities and provide adequate sewer services to residents.

The city's sewer system includes lines ranging from 6 inches in diameter to 36 inches in diameter. The system includes approximately 24 miles of sewer lines in the city. This total does not include any private lines which may exist, nor does it portray a complete picture of the city's sewage facilities. Many of Anderson's residents utilize septic tank/leach field system because of the city's inability to provide sewer services to all areas of the city.

Needed Improvements

The greatest public facility deficiency within the City of Anderson, at present, is the inadequacy of its wastewater treatment plant capacity. Demands on the wastewater treatment capacity of the city are due to residential growth in the area in the last four years and infiltration of groundwater into the system from broken pipes and deteriorating sewer laterals.

Policies:

1. Extend the sewer treatment plant to eliminate the sewer allocation plan and provide for growth within the city.
2. Upgrade the existing collection system to reduce infiltration and inflow from runoff.
3. Coordinate provision of sewer service with other urban services.

Implementation:

1. Work with funding agencies and local developers to finance the sewer treatment plant expansion.

2. Carry out other policies through the capital improvements program and Anderson Municipal Code provisions.

DRAINAGE SYSTEM

The City of Anderson is located in five major drainage areas - the Sacramento River, Olinda Creek, Anderson Creek, Tormey Drain and Spring Gulch, as listed below:

Table 5
Anderson Drainage Areas

<u>Stream and Location</u>	<u>Approximate Drainage Area (Square Miles)</u>
Sacramento River	
above Shasta Dam	6,421
at mouth of Anderson Creek	7,489
Olinda Creek at mouth	6
Anderson Creek:	
above Highway 273	12
at mouth	29
Spring Gulch at mouth	11

Elevations in these drainage areas range from about 400 feet along the Sacramento River to about 900 feet in the headwater areas around Cloverdale. The City of Anderson is situated on the Sacramento Valley Floor at an elevation of 420 feet. The city slopes gently downward to the southeast with elevations ranging from 400 feet along the northern boundary at the Sacramento River to over 650 feet in the southwesterly sector.

The ground slope is northeastward to the Sacramento River at a rate of about 10 feet per mile. The Sacramento River is the

eventual receiving waters of all runoff in Anderson. In addition the Sacramento River drains directly the properties lying generally between Riverside Avenue and Thomas Avenue and the river.

There are two other natural drainage ways which convey storm runoff to the Sacramento River. These are Anderson Creek, which also has a tributary area of 8,300 acres upstream from the City of Anderson, and Tormey Drain.

ACID Canal also plays a role in the winter season by conducting storm runoff in conjunction with other drainage systems.

Evaluation by Drainage Area

Anderson Creek drains that portion of the city bounded on the north by South Street and Balls Ferry Road. This area is designated Area A on the following map. Improvements to Anderson Creek will not be part of this study and report. A separate study of this drainage way should be made in cooperation with the County of Shasta Water Agency and the U.S. Army Corps of Engineers.

Area A has been divided into the following sub-areas:

Sub Area A-1:

This area comprises Anderson Heights, and lies southerly of the Sacramento Gulch and westerly of State Highway 273. This area has been fully planned as to proposed land use. All preliminary engineering has been completed and drainage facilities constructed in the developed areas. The drainage

includes underground conduit to a concrete lined channel easterly of Hemlock Avenue, which terminates on the easterly side of the ACID Canal, and storm runoff continues to Anderson Creek in an unlined ditch. There is 710 acres tributary to Area A-1 upstream from the city limits. This area has steep slopes and is comparatively impervious.

Sub Area A-2:

This area is bounded by the Sacramento Gulch, Highway 273 and Anderson Creek. This area could be adequately drained with the construction of curbs and gutters.

Sub Area A-3:

This area comprises approximately 80 acres and is bounded by Highway 273, the railroad and I-5. This is an area having unimproved streets with the exception of Barney and Bruce Streets. This area could best be served with construction of streets with curbs and gutters with the grade to either Anderson Creek or the channel coming from the Anderson Heights area.

Sub Area A-4:

This area comprises about 40 acres and includes all lands bounded by Deschutes Road, the railroad and South Street. Most of this sub-area is used for agricultural purposes and lies fallow. There are several open irrigation ditches traversing this area. As this area is developed and street alignments selected, a precise drainage plan should be prepared and submitted to the city for approval. This area drains into Anderson Creek.

Sub Area A-5:

This area comprises about 40 acres of which about two-thirds is developed. It lies from Anderson Creek to Ferry Street and the ACID lateral to Highway 273. Storm drain from the intersection of South and West Streets to Anderson Creek would adequately serve this area.

Area B:

Tormey Drain is the channel which presently serves the majority of the developed area in the City of Anderson and is primarily the concern of this study. The area tributary to Tormey Drain is designated Area B on the following map. It is divided into the following sub-areas.

Sub Area B-1:

This area is part of the older section of Anderson. Some blocks have curbs and gutters, but more installations of curbs and gutters are necessary for effective storm runoff collection in this area.

Sub Area B-2:

Comprises approximately 125 acres bounded by Third Street the ACID Canal, Highway 273, Lassen Way extended, and Third Street within the city, and about 200 acres of drainage area outside of the corporate limits to the northwest. This area is predominately undeveloped.

Sub Area B-3:

There are approximately 190 acres in this area and includes the Central Business District between Highway 273, Interstate 5, South Street and Tormey Drain. This area is the most highly developed area in the city and consequently has the greatest immediate need for storm drainage facilities. As this area develops according to the Land Use Plan, the existing streets should be reconstructed to complete the drainage plan.

Sub Area B-4:

This sub area is predominately undeveloped, and contains approximately 280 acres. A precise plan should be prepared for this area as street alignments are determined. This area is bounded by Tormey Drain, Alexander Avenue, Highway 273 and Interstate 5.

Sub area B-5:

This area is presently undeveloped, contains 180 acres and is bounded by Interstate 5, North Street and Riverside Avenue. A precise drainage plan of this area should be made as development is planned.

Sub Area B-6:

This area is bounded by North Street on the west and extends from Interstate 5 to Riverside Avenue, and contains about 110 acres. About one-third of the area is developed residential. Except for Sharon Avenue streets are without curbs and gutters. Tormey Drain parallels Sharon Avenue behind the row of lots to the south. Storm runoff has topped the banks of Tormey Drain in this area causing periodic flooding of streets, lots and some garages.

Sub Area B-7:

This sub area contains approximately 125 acres and is predominately undeveloped except for the Meadowlane Subdivision. The undeveloped portion is level and used for pasture and agricultural land. The remaining area within the City of

Anderson is designated Area C on the following map.

Area C:

Lands adjacent to the Sacramento River comprise this drainage area. This area can be taken care of by proper planning at the time of development, or in the case of inadequate drainage in developed areas, solving drainage problems on an individual basis. Flooding from intense runoff may occur from October to March.

Future Concerns

The present drainage facilities are inadequately developed. The few storm drains that do exist are scattered and not connected into a complete system. Many of the streets in the older section of the city including portions of the downtown area, have no curbs and gutters with which to direct runoff.

Related to runoff and drainage is the Anderson-Cottonwood Irrigation District Canal which creates some problems during the summer. The ACID Canal, which runs mainly along the west side of town, is unlined resulting in a great deal of seepage. This causes an extremely high water table which infiltrates sewer lines and makes even shallow excavations more costly due to the pumping required. Standing water created by the irrigation is also a health problem due to mosquito breeding. The increase in mosquito breeding often occurs without maintenance programs developed specifically to prevent standing waters. The occurrence of large swamp areas, weed growth and beaver dam building tend to add to this problems.

The establishment of an adequate storm drain system should be a high priority. This system should include, but is not limited to, the following:

1. Improvements to Tormey Drain which may require diversions, lining, underground channeling and vegetation clearing.
2. Improvements to the ACID system.
3. Construction of curbs and gutters in the downtown area, west Anderson and future development.
4. Resurfacing of streets in the downtown area and west Anderson.
5. Minor vegetation clearing of Anderson Creek to alleviate problems of flows restricted by vegetation overgrowth.

The establishment of this system should alleviate present flooding problems and supply adequate facilities for future developments.

Policies:

1. Prevent drainage problems in future developments.
2. Upgraded drainage facilities in existing area of town.
3. Encourage basin-wide or regional drainage planning for our area.

Implementation:

1. Require measures which eliminate or mitigate to acceptable levels runoff from future projects.
2. Establish and execute a drainage plan for the entire city and appropriate adjoining areas.
3. Cooperate with the Shasta County Water Agency and

other state and local agencies in addressing and resolving drainage problems.

SOLID WASTE

The Anderson-Cottonwood Disposal Service provides solid waste pickup within the city. The nearest disposal site is west of Anderson and a private operated facility. The disposal service operates under a city franchise. This plan does not propose any additional disposal sites. The present site on West Anderson Drive should be adequate for the foreseeable future.

SCHOOLS

The City of Anderson is composed of the Anderson Union High School District and the Cascade Union Elementary School District. Combined, these two districts maintain six schools serving the city and surrounding area. A list of these schools by location, size and characteristics is contained in the Data Base.

Along with the public schools mentioned earlier there are two private schools serving the Anderson area:

- 1) Northstate Schools
pre-school to grade 12
approximately 185 students
- 2) Sacred Heart School
grades 1-8
approximately 200-250 students

Present Concerns

The Cascade Union Elementary School District has responsible use agreements with the city for use of school facilities. All four schools in the District are fenced and locked but may be

used for various activities such as city softball leagues, practices and games. Classrooms and multi-purpose rooms are also available for use on a reservation basis. Use of outdoor facilities is free while use of indoor facilities requires a fee. These fees are mainly used to cover electricity costs, etc.

Present facilities in the Cascade Union Elementary School District could absorb an additional 150 children without difficulty. An additional 350 children distributed throughout the four schools would result in full school houses. However, Cascade Elementary School District officials made a statement (June 1981) of overcrowding requesting the City of Anderson to enact an ordinance using CEQA as its enabling legislation, to impose fees on developers. This statement was made by applying the districts assumed ration of .43 elementary students per house; tentative maps have been filed on 1,163 lots yielding 500 new students.

After reviewing many possible solutions to combat overcrowding at Anderson High School, the District decided to construct a new high school in the Cottonwood area. It is called West Valley High School.

Future Needs

Because of the addition of a second high school to the Anderson Union High School District, future student needs at that level have been met.

The Cascade Elementary School District can absorb through

the four schools some additional students without additional classrooms. If there is a significant addition to one particular school, however, facilities for that school may need expansion. The city is presently negotiating with the District to resolve the District's statement of overcrowding. The District has expressed concern over the need of a school site but no new sites are currently planned.

Policies and Implementation:

1. Work with the school districts when they are selecting future school sites.
2. Plan land uses adjacent to existing and proposed school sites which do not generate significant noise, traffic or other similar effects.
3. Give due conderation to school district input on developments, especially when overcrowding of schools is a concern of the district.

FIRE EQUIPMENT AND FACILITIES

The Anderson Fire Protection District maintains two fire stations. Fire Station #1 is located on the east side of town on East Center Street. This fire station is unmanned. It is small in size and houses two antique fire trucks, one of which has been retired and is now used only for parades. The other truck is on standby for brush fires, being used as a hose tender. Station #2 is on the west side of town on the corner of Howard and Douglas Streets. This main station is manned by both district and California Department of Forestry (CDF) personnel. It is a fully equipped station providing fire protection and emergency medical service for the district.

The district owns a site at North Street and Ravenwood Road for a future fire station for the northern sections of town. Additional sites when needed can be acquired as a condition of project approval. Fire protection is also addressed in Chapter 2, Hazards.

Policies:

1. Maintain and enhance fire protection services in cooperation with the Anderson Fire Protection District.
2. Coordinate with the fire district the sizing and location of water lines and hydrants.
3. Improve water supply capabilities to help provide better fire protection service.

Implementation:

1. Continue review of all new subdivisions and major projects by the fire district.
2. Coordinate with the fire district the sizing and location of water lines and hydrants.
3. Improve water supply capabilities to help provide better fire protection service.

CHAPTER FIVE

CIRCULATION

CHAPTER FIVE

CIRCULATION

Circulation as used in this section of the plan refers to the means for transporting people and goods in and around the city and its surrounding region. Transportation systems have a great deal of influence on how a community has developed and will develop in the future. Availability of transportation is a key factor in determining the type and density of development.

The City of Anderson is served by a variety of transportation facilities. These include streets/highways, bicycle routes, public transit, a railroad, and Redding Municipal Airport. This portion of the plan analyzes these facilities and systems. From this analysis are derived various proposals to accommodate future growth and improve current facilities. The major routes and facilities planned to serve the city are presented later in the "Proposed Routes" section and on the Planned Land Use Map. These proposals are carried out through the policies and implementation listed.

STREETS/HIGHWAYS

The network of streets and highways is the city's most important transportation facility. It brings the most people and goods into the community and provides the means for their distribution. To effectively do this the street pattern should facilitate movement to and from shopping, schools, work and other activity centers in the community. Making up this network

are routes of different types. These can be classified as freeway, expressway, arterial, collector and local street. Each of these is discussed below. Proper planning for each type of road is needed to support the land use plan. The specifications for these routes are detailed in the City Code and in Public Works standards.

Near the end of this section is the "Scenic Highway" sub-section. It deals with state scenic highway issues.

Freeways and state highways, although not under the city's control, are addressed in this chapter and designated on the city's plan. Doing this allows us to acknowledge their influence on our street network and plan city routes compatibly with the state system. Freeways and state highways are the responsibility of the California Division of Highways (Caltrans) and their alignments and specifications are determined by Caltrans. Both types of routes serve primarily through traffic users.

Freeway

Interstate 5, a limited access freeway, is the only route of this category in the Anderson planning area. It was constructed through the city and opened to traffic in 1966. This route bisects the city, separating the residential areas along the Sacramento River from the older portions of the community near the railroad.

The construction of Interstate 5 has produced a significant effect on traffic movements in the Anderson area. Traffic on

State Highway 273 has been reduced approximately 50%. This reduction in traffic has a noticeable detrimental effect on the highway commercial uses located adjacent to the facility. Conversely, however, there has been considerable construction activity near the interchange with North Street and Balls Ferry Road and Interstate 5.

In order to gain more efficient access to the Anderson Central Business District two additional off ramps are proposed from the freeway. A southbound off ramp connecting to South street, and a northbound off ramp connecting the freeway to the frontage road at North Street are proposed.

Expressway

State Highway 273 (old Highway 99) is an expressway facility paralleling the Southern Pacific Railroad tracks. The highway continues to be the major connection between the cities of Redding and Anderson. This route is four lanes with a median separation and controlled access. All crossings are at grade. There are no additional expressway routes planned for our area.

Arterial

These streets provide the major routes for traffic flow within the city. They connect the areas of high traffic generation, therefore, their function is to move large volumes of traffic and should be designed to perform that function. Typical rights-of-way for arterials are 84 feet with a 64 foot pavement width. There are circumstances where arterial right-of-ways are 96 feet within the city limits. Access from

adjoining property should be avoided if at all possible to prevent interference with traffic flow. Connections should be only with the freeway, expressway, or collector type routes. Parking, if provided, may be converted to travel lanes if traffic warrants.

Collector

Collectors are minimum two lane streets with a minimum 60 foot right-of-way with limited access from cross streets. These streets transfer traffic from local streets to arterials, expressways, schools, employment and shopping areas. The design of collector streets should reflect this. Local streets should not cross a collector street; "T" intersections are preferred and good sight distance at intersections is necessary. Collector streets should not form a continuous system. If they do, there will be a tendency to use it as an arterial and violate one of the goals of the plan - to keep through traffic out of residential areas.

Local Streets

These are used to provide access to abutting property, locations for utility easements, and fire breaks between buildings. Carrying traffic is a secondary function of local streets and they should be designed to discourage through traffic. Heavy trucks and buses should be excluded from these streets.

Proposed Routes

The following streets have been proposed as arterials because of the areas they serve and their alignment relative to other routes.

- Riverside Avenue
- North Street
- Balls Ferry Road *
- South Street
- Stingy Lane
- Deschutes Road *
- Ox Yoke Road
- McMurry Drive
- Freeman Street
- New street from North Street to Riverside Avenue near LDS Church
- West Anderson Drive
- South Street/Olinda Road
- East Street from Balls Ferry Road to Alexander Avenue
- Connection from Deschutes Road over Anderson Creek to Shady Lane
- Alexander Avenue from Highway 273 to Olney Lane and Riverside Avenue

* 96 foot right of way in some areas to conform to Shasta County General Plan.

Wherever right-of-way is needed to bring the above streets up to arterial standards, it should be acquired as soon as possible in order to avoid rising land cost. Construction may be commenced when traffic warrants and funds become available.

A collector system will be required in each new residential neighborhood to drain traffic from local streets and to provide easy access to commercial areas, schools and to arterials. It is felt that a curved or broken alignment would be more desirable in order to deter major, through-traffic movement, to serve a greater area of a neighborhood and to encourage a system of curved local streets, rather than grid patterns. This type

of alignment should be encouraged in future developments and subdivisions, wherever the established city-county road pattern allows such design.

Streets designated as collectors follows:

- Alexander Ave/Third Street
- Diamond Street
- Silver Street
- Ferry Street
- Bruce Drive
- Third Street
- Olive Street
- Second Street from Fairgrounds Drive to Beacon Drive
- Diamond Street/Beacon Drive
- Silver Street
- West Center Street
- East Center Street
- Ferry Street from Ventura Street to East Center Street and from West Center Street to the high school
- Emily Drive
- Bruce Drive
- Pinon Avenue
- Rhonda Road (relocated) from intersection of Highway 273 to unnamed extension from 600 Acre Annexation.
- Unnamed Road from relocated Rhonda Road through 600 Acre Annexation
- Unnamed Road from West Anderson Drive across Anderson Creek and looping through 600 Acre Annexation
- North and South Barney Street
- Ventura Street
- Oak Street from Balls Ferry Road north to the extension of DuPont Street
- DuPont Street from Alexander Avenue to East Street extension
- Extension of Stingy Lane from North Street to new arterial
- Marmac Road
- Sharon Avenue from North Street to Stingy Lane
- Unnamed Road from North Street south of Tormey Drain to extension of Ganyon Drive
- Ganyon Drive
- Shady Land
- Unnamed road from Rupert Road to intersection of Balls Ferry Road and Stingy Lane
- Dodson Lane through Anderson River Park to Rupert Road
- Fairgrounds Drive from First Street to Third Street
- Briggs Street
- Barney Road
- East Street
- Pinon Avenue
- Ventura Street
- McMurry Drive

Although the plan does not indicate local streets, it should be noted that they are an important element in community design. They provide a permanent framework for buildings and landscaping. No local street should be approved without first analyzing its function and compatibility with the entire traffic system.

Implementation

The city, along with developers, will probably have to assume the primary responsibility for improving the major streets. An effort should be made to work out a cooperative arrangement for development of new streets and improvement of existing streets designated as arterials.

Responsibility for developing new arterials will be shared between owners of abutting property and the city. It is important that rights-of-way for the streets be protected as soon as possible and obtained as part of proposed development.

New collector streets, mainly, will be the responsibility of the developer. The developer should assume full responsibility for constructing any collector street needed within his subdivision. Wherever possible, new collector streets, should be aligned with existing property lines to avoid the creation of unbuildable lots.

Standard street sections for arterial, collector and local streets are listed in the City Code. All travel lanes on arterial and collector streets shall be twelve feet in width and

that parking lanes where provided be eight feet wide. All city streets shall have curbs and gutters. A gutter should not be considered as part of a traffic lane width when it is of contrasting color and texture and when used in connection with a barrier curb. This design rule should be kept in mind whenever a parking lane is converted to a traffic lane in order to gain a greater capacity. When street sections, such as the ones proposed are used, the curb lane can easily be converted to a through lane by the removal of parking.

Traffic controls such as signals, stop signs and yield right-of-way signs should be used to guide, as well as to control, traffic movements. In new areas it is recommended that good design be used instead of signing. Curvilinear streets, "T" intersections, and varying street widths should be used as traffic controls rather than signing.

In the established portions of the city, stop signs should be used to help delineate arterial, collector, and local streets. Arterial streets should not have stop signs along their length, but all cross streets should be stop streets. Collectors should have stop signs along their length. They should be spaced at a three block minimum and erected only when the collector crosses an arterial street or another collector. Local streets should have stop signs wherever they intersect an arterial, collector, or a point where the accident potential is high.

Plan Lines

A Plan Line Ordinance is the most effective instrument for protecting needed rights-of-way for future streets or street widening. Following is a summary of what is meant by "Plan Lines".

A Plan Line is a proposal on the part of a governing body to widen a street or intersection or to put in a new street of a certain width. Plan Lines are established by ordinances. After the ordinance takes effect, no new structures may be placed within the plan lines unless approved by the City Council.

A Plan Line Ordinance does not automatically establish a new right-of-way width. The property affected must still be bought or condemned, and the owners compensated before improvements can be made. The Plan Lines establish new lines from which building setbacks are measured.

Other Improvements

The present city street system is in need of numerous repairs including grading, patching, resurfacing, reconstruction, installation of curb, gutter and sidewalk, and widening. These activities should include installation of storm drains, and replacement, repair, or installation of sewer and water lines where necessary.

Additional streets will be added to the present system as development takes place. These new routes will be required to meet city standards blending in with the existing system.

Presently there are two traffic signals in the City of Anderson; one is located at the Highway 273/North Street intersection, the other is located at the Highway 273/South Street intersection.

If current development trends continue, additional traffic signals will be required to allow for the safe and harmonious flow of traffic through the city. The following intersections have been identified as those areas possibly requiring the installation of traffic signals, depending upon the nature, locality, and density of development.

- Balls Ferry Road and McMurry Drive
- Balls Ferry Road and Gateway Drive
- Balls Ferry Road and Shady Lane
- Balls Ferry Road and Ventura Street
- Balls Ferry Road and Stingy Street
- Balls Ferry Road and East Street
- East and North Streets
- North Street and McMurry Drive
- Pinon Avenue/Deschutes Road and Highway 273
- McMurry Drive and Ganyon Drive
- Bruce Drive and Highway 273
- North and Riverside Avenue
- Stingy Lane and North Street
- Riverside and new arterial

The installation of these traffic signals as development takes place and the implementation of repair projects on existing streets should provide for adequate circulation in the City of Anderson.

SCENIC HIGHWAYS

The purpose of this section is to preserve scenic highways by land use regulation, land and site planning, control of advertising, review of earth-moving and landscaping, and appearance of facilities along roadways having scenic value.

This section serves as the city's scenic highway element.

The steps to creation of an officially designated scenic highway are as follows:

1. The State Legislature must include the route in the master plan of State Highways Eligible for Official Scenic Highway designation (Section 263 of Streets and Highways Code) after a recommendation from the Scenic Highways Advisory Committee.
2. Scenic Highway Element must be adopted by the City.
3. The City must request by resolution to the District Director of Transportation that a corridor survey and a highway facility study be made.
4. The City must show how it will protect and enhance the scenic corridor.

When designating a roadway as scenic the methodology above should be consulted to identify appropriate action and determine what controls are necessary to best achieve the desired levels of protection for the scenic environment.

To designate and maintain roads or highways as scenic requires an analysis of existing and proposed land use. Only areas planned to remain in thier scenic state should be so designated.

At present no route which traverses the Anderson area is included in the list of eligible highways, and, therefore, cannot be officially designated a scenic highway at this time.

Probably the most scenic road in Anderson is through the Anderson River Park. Because of its location, the view from this

road is already being preserved by the present regulations placed upon the land by the city, and the Wildlife Conservation Board.

Policies:

1. Provide street system which will adequately serve homes, business, industry, recreation and other uses as they develop according to the Land Use Plan.
2. The overall street pattern should have a functional relationship to land uses and accommodate future traffic volumes.
3. Traffic should be routed around, rather than through, residential neighborhoods.
4. Provide easy access for trucks and employees from employment centers to major through routes.
5. Prefer linear-curve streets with off-set intersections to grid pattern streets where possible.

Implementation:

1. Plan and develop a network of arterial and collector streets with proper consideration for existing and proposed circulation and land use patterns.
2. Pursue development of additional off-ramps at North Street and Balls Ferry Road interchanges.
3. Plan collector streets in residential and industrial areas to draw traffic from local streets to arterials.

BIKEWAYS

Another transportation resource available to community residents is bicycling. Anderson is well suited for this mode of transportation because of the areas fairly level terrain and present lack of heavy vehicle congestion on city streets.

"Bikeway" means all facilities that serve bicycle travel.

The following categories of bikeways are defined in Section 2373 of the Streets and Highways Code.

(a) Class I Bikeway (Bicycle Path or Bicycle Trail)

Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

(b) Class II Bikeway (Bicycle Lane)

Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.

(c) Class III Bikeway (Bicycle Route)

Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

It is emphasized that the designation of bikeways as Class I, II and III should not be construed as a hierarchy of bikeways--that one is better than the other. Each class of bikeway has its appropriate application.

An important consideration is selecting the type of facility is continuity. Alternating segments of Class I and Class II (or Class III) bikeways along a route are generally incompatible, as street crossings by bicyclists are required when the route changes character. Also, wrong-way bicycle travel will occur on the street beyond the ends of bicycle paths because of the inconvenience of having to cross the street. Existing bikeways in the city include: .30 miles of bicycle paths, 3.35 miles of bicycle lanes and 1.14 miles of bicycle routes.

Proposed Bicycle Routes

Future proposals for bikeways in Anderson consist of establishment of a bicycle lane along that stretch of Balls Ferry Road which is to be widened. Other plans include bicycle lanes along Stingy Lane and Rupert Road, and bicycle routes along Silver Street, South Street and Pinon Avenue.

Policy:

Provide bicycle transportation facilities wherever feasible.

Where possible bicycle routes are proposed to lead to schools, shopping centers and recreational areas.

Implementation:

1. Plan bicycle routes to form a continuous system to connect as many parts of the city as possible.
2. Coordinate city bicycle routes with county and state bicycle routes.
3. Encourage greater support for bikeways.

PUBLIC TRANSIT

Public transit is a mode of transportation other than taxis are not utilized in the Anderson area at this time. Because of the sparse population and rural nature of the area, this transportation resource has not been successfully implemented. Past attempts of a bus type shuttle system transporting residents to and from Redding and throughout Anderson have experienced a lack of interest and use in the system, resulting in termination of the program. The Anderson Parks and Recreation Department does operate a ride program for people 66

years of age or older who have no other means of transportation and live in the designated program area.

RAILROAD LINE

Traversing the city in a straight line northwest to southeast is the Southern Pacific rail line. It is one of the principal inter-regional routes carrying both passengers and freight through Anderson. Crossings are limited and restrict circulation in some parts of town. There are, however, no plans to change the present alignment or crossings.

AIRPORT

The use of air transportation has grown significantly over the past few years and will be used to an even greater extent in the future. The Redding Airport is a general aviation facility located approximately four miles north of Anderson. As the area grows, the airport will experience ever increasing use. The present facility will adequately serve the Anderson-Redding area through the foreseeable future with certain additions. Runway improvements are planned in the near future in order to better accommodate jet aircraft. The importance of this facility in furthering the industrial development of the Anderson-Redding area should be recognized by the city. Anderson should cooperate with the City of Redding and other interested agencies in the continuing program of expansion and development of this facility. (See Land Use Section for Airport Specific Plan.)

CIRCULATION

The routes and facilities designated for future circulation are integrated with land use on the General Plan Map. The components of the circulation plan are the road network of arterials and collectors, and bikeway system. Air and water modes of transport are not shown on the circulation plan, but they were not excluded from consideration. The Redding Municipal Airport is outside our planning area but serves the entire north valley region as well as Anderson. The Sacramento River is limited to recreational boat use and therefore was not mapped.

CHAPTER SIX

HOUSING

CHAPTER SIX
HOUSING ELEMENT

A. INTRODUCTION

This Housing Element has been prepared pursuant to the Housing Element Guidelines adopted by the Department of Housing and Community Development on November 17, 1977, and Government Code Section 65302 (c).

Study of the existing housing stock and problems of Anderson reveals a combination of city and private efforts meeting the basic housing needs of the city's population. These efforts have provided for an increase in new housing units able to accommodate population growth; an ample amount of housing units at a cost within the economic means of low-income families; and a process of ensuring the maintenance of safe and decent housing conditions. However, these efforts themselves have created housing concerns unique to Anderson, which in combination with housing trends that are occurring on a state-wide basis point to two general areas of housing concern in Anderson.

1. First, since 1970, Anderson has experience mainly residential construction designed and financed to house low and moderate income families. This type of new housing construction has served Anderson and the County

well in providing homes for its economically disadvantaged citizens, but its dominance in recent years has increased the proportion of lower housing values in the city and also has led to a lack of new housing types and designs. As a result, Anderson needs to provide a stimulus for a variety of housing concepts in order to offer its residents a choice of residential opportunities.

2. Second, Anderson's population growth and increasing construction costs being experienced statewide, have created a greater market demand for existing housing units. In order to ensure existing supplies continue to provide decent and affordable housing to its citizens, Anderson must strive to conserve and up-grade existing neighborhoods. In order to do this the city should monitor more closely its housing conservation and rehabilitation efforts, and make efforts to protect and improve public facilities and neighborhood aesthetics.

The Anderson Citizen's Advisory Committee adopted the following goal as a guide to establishing a residential environment in Anderson, "to provide an adequate housing mix to accommodate the various levels of economic ability and lifestyle preferences in Anderson." The following presents a housing strategy including policies and actions designed to provide the city with a means to

strive toward the above goal; and a description of Anderson's housing stock, problems, constraints, and concerns for the future. The overall philosophy of the Anderson housing strategy in meeting local housing needs is to emphasize the use of city resources when feasible, to facilitate the efforts of private development toward the local housing policies and to monitor and use when needed, Federal and State opportunities for assistance.

B. HOUSING STRATEGY

The City of Anderson maintains an on-going assessment of its physical, social, and economic developmental needs through the updating of this Community Assistance Guide, a document which sets forth long-range community development goals at which city efforts as well as State and Federal assistance should be directed. Two goals within the Community Assistance Guide will set the direction of the city's community development effort in 1980 through 1983:

- To ensure that the City of Anderson offers adequate and safe housing in a good environment for economic groups. This consists of the conservation and rehabilitation of existing and older neighborhoods as well as planning for new and innovative residential developments.
- To provide all city residents with adequate public services to ensure a safe and healthy living environment. This consists of the construction and maintenance of adequate street, sewers, water and storm drainage systems, and the provision of police, fire, school, and cultural facilities.

The city has chosen to implement these goals by encouraging the private sector to provide low income housing through the use of the Planned Development zone allowing for flexibility in density and design and supporting those developments which provide low to moderate income housing, and by becoming actively involved in the following housing assistance programs: FmHA 502, FmHA 515, Section 8 Rental Assistance Payments, Community Development Block Grant program, Section 312 Rehabilitation Loans, and coordinated efforts with the Shasta County Self Help Housing Improvement Program (SHHIP), a non-profit housing corporation active in Shasta County.

Following is a set of policies designed to continue Anderson's involvement with both the private sector and government sponsored programs directed towards meeting the housing needs of all economic segments of the community. Included with the policies are the: focus of the policy, action to be taken by the city, entity responsible for the action, source of funding (in most cases where the city was stated as the funding source this would involve city staff time, materials costs, and consultant fees where applicable), and timing or implementation schedule for the stated actions ("existing", when used in this category refers to these actions presently being implemented and the continued commitment to carry out such actions).

1. Policies

POLICY 1 - To improve the condition of low and moderate income housing in the City of Anderson.

Focus: Housing rehabilitation

Action: The city will implement the recently awarded Community Development Block Grant program for the West Anderson Project Area and, when necessary, apply for additional State and Federal housing assistance programs directed toward the rehabilitation of other city neighborhoods.

Responsibility: City of Anderson

Funding: City, State and Federal

Timing: Existing

POLICY 2 - To allow for the accommodation of manufactured housing mobile homes in the city's residential zones by adopting design standards assuring its compatibility with community characteristics.

Focus: Housing production, low-moderate income housing

Action: The city will adopt an ordinance specifying design reveiw standards which will be applied to all types of housing, assuring proper integration of the different housing types.

Responsibility: City of Anderson

Funding: City of Anderson

Timing: Existing

POLICY 3 - To revise existing codes and standards to enable development of a choice of residential opportunities providing a variety of housing types, designs and costs.

Focus: New construction, balance and diversification of housing.

Action: The city will apply a large lot zoning designation to appropriate areas of Anderson in order to strive toward an overall community balance of housing values, a diversification of residential lifestyles, and retainment of the area's rural character.

Responsibility: City Planning Department

Funding: City of Anderson

Timing: Existing

POLICY 4 - To continue the City Building Department's program of surveying the conditions of Anderson's housing stock and enforcing the City Building Code.

Focus: Housing rehabilitation

Action: This program will be monitored by the Planning and Building Departments through an annual housing report presented to the Planning Commission and City Council and information will be made available to effected tenants and owners regarding rehabilitations assistance.

Responsibility: City Building and Planning Departments

Funding: City of Anderson

Timing: Within one year of adoption of this housing element.

POLICY 5 - To continue to apply for and implement, where feasible, State and Federal housing assistance programs.

Focus: New construction of low and moderate income housing, elderly and handicapped housing, rehabilitation, public facilities improvements, and rental assistance.

Action: Resolution passed by the City of Anderson City Council.

Responsibility: City of Anderson

Funding: City of Anderson

Timing: Within six (6) months of adoption of this housing element.

POLICY 6 - To continue city support of citizen clean up efforts and strive to provide a stimulus for further property owner efforts to enhance neighborhood appearance.

Focus: Community aesthetics, removal of health and safety threats

Action: Resolution passed by the City of Anderson City Council

Responsibility: Public Works Department

Funding: City of Anderson

Timing: Within one year of adoption of this housing element.

POLICY 7 - To accommodate housing in areas where public and private services are adequate and the development of housing is consistent with established land use guidelines.

Focus: Housing production

Action: The city will conduct periodic reviews of service capacities and existing land uses.

Responsibility: City Planning and Public Works Departments

Funding: City of Anderson

Timing: Existing

POLICY 8 - To monitor the conversion of rental housing to condominiums and, if necessary, adopt an ordinance regulating future conversions.

Focus: Low-moderate income housing

Action : The city will monitor condominium conversion and adopt an ordinance for its regulation when the rate of conversion exceeds 5% of the existing rental housing stock with the city per year.

Responsibility: City Planning Department

Funding: City of Anderson

Timing: Upon adoption of this housing element

POLICY 9 - To strongly discourage, where at all possible, any form of discrimination in housing.

Focus: Provision of decent housing for all persons regardless of age, race, sex, marital status, ethnic background, source of income or other arbitrary factors.

Action: Resolution passed by the City of Anderson City Council

Responsibility: City of Anderson

Funding: City of Anderson

Timing: Within six (6) months of adoption of this housing element.

POLICY 10 - To continue to work in close cooperation with the City of Redding and County of Shasta to insure:

- 1) The orderly development of unincorporated lands adjacent to urban incorporated areas; and
- 2) The consistency of land use policies and development standards in those area.

Focus: Housing production

Action: Resolution passed by the City of Anderson City Council

Responsibility: City of Anderson

Funding: City of Anderson

Timing: Within six (6 months of adoption of this housing element.

C. EXISTING ANDERSON HOUSING STOCK AND POPULATION CHARACTERISTICS

As a basis for identifying housing needs, the housing problems section of this element is interspersed with housing and population data relevant to specified housing concerns in Anderson. This section presents those data

items necessary to present a profile of Anderson's housing situation which are not illustrated elsewhere in the element.

1. Existing Housing Units

The population in the City of Anderson is presently estimated at 7,360 persons. Between 1970 and 1976, the population increased by 14.1%; between 1976 and 1980, the population increase was 17.2%. Anderson's growth in population since the 1970 census has been paralleled with no less than an increase in the housing stock. A 24.0% increase in single family units, coupled with a quadrupling of multi-family units amounted to a 60.9% increase in housing in the period from 1970 through 1980.

Table 1 presents a description of the housing stock, type and owner/renter housing units for the City of Anderson for 1976 and 1980

TABLE 6
Housing Stock, Type and Owner/Renter Units

			1976		1980	
			#	%	#	%
H O U S I N G	S	Total Families	2194		2774	
	T	Total Number of Units	2280	100.00	2860	100.00
	O	Number of Occupied Units	2194	96.23	2774	96.99
	C	*Vacancy Rate	86	3.77	86	3.01
	K	Population Per Household	2.85		2.65	
T O T A L T Y P E	O	1 Unit	1743	76.45	1932	67.55
	F	2-4 Units	290	12.72	428	14.97
		5+ Units	168	7.37	417	14.58
	U	Mobile Homes	76	3.33	83	2.90
	N	Misc.	3	.13	0	0
	I T S					
O W N E R / R E N T E R	H O U S I N G	Owner	1412	62.00	1659	58
	U N I T S	Renter	868	38.00	1201	42

* Vacancy Rate

The 1976 Shasta County Census counted 86 vacant housing units in Anderson which amounts to a 3.77 % vacancy rate. By housing type the vacancy rate was 3.6% single family dwellings, 2.8% two to four unit dwellings and 7.7% five or more unit dwellings. The vacancy rate has been reduced resulting in 86 vacant housing units in Anderson as of April, 1980 (2,860 units x .0301 = 86).

The State Housing Element Manual provides a formula for estimating the desired vacancy rate for a California community. This formula utilizes the community's owner/renter percentages and State vacancy rates approximately the number of moves made by owners and renters in between one and two months. For Anderson this formula results in the following:

Desired Vacancy Rate - City of Anderson

$$\begin{aligned} & (\text{ownership rate} \times \text{State rate}) + (\text{renter rate} \times \text{State rate}) = \\ & \text{Desired Rate} \\ & (.58 \times .02) + (.42 \times .06) = 3.7\% \end{aligned}$$

This "desired rate" is very close to the estimated vacancy rate for 1976 and is that rate necessary to maintain property values and guard against high housing costs and limited choice. However, a local condition must be considered before one is satisfied with this vacancy rate. A survey of local realtors questioning housing availability in Anderson revealed that there exists a high demand for single family dwelling rentals with very few of them available. Reasons given for this condition indicate that the high cost of purchasing a single family dwelling has decreased the number of families who would normally move from a rental to ownership, thus substantially lowering the turnover rate of rental units. The high cost of a new house has also limited the number of home owners who would move into a new house and keep their previous house as a rental investment, thus limiting the number of rental units on the market. The realtors

also indicated that as housing construction costs are not peculiar to Anderson neither is the rental situation.

2. Overcrowding

Data from the 1970 census states Anderson has 166 households with 1.01 or more persons per room. However, following the national trend toward smaller household sizes, Anderson has experienced a decline in the city's average household size. The 1976 County census showed the City's average household size being 2.85 persons, slightly smaller than the household average of 3.19 persons shown by the 1970 census. A comparison with average household sizes of the County and the two nearest incorporated cities shows Anderson's average household size in keeping with the surrounding communities.

TABLE 7

	<u>Average Population Per Household - 1976</u>				Overall
	SFD	2-4 Units	5+ Units	Trailers	Average
Anderson	3.07	2.31	2.01	1.73	2.85
Redding	2.65	1.74	1.74	1.59	2.30
Shasta Co. (unincorporated)	3.03	2.21	1.88	2.37	2.92
Red Bluff	2.84	1.87	2.11	2.03	2.64

The 1980 estimated average household size of 2.65 shows a continuance in the trend of smaller household sizes.

3. Population by Age and Sex

Table 2 shows the population of the City of Anderson in 1976 when the special census was conducted:

TABLE 8

Population by Age and Sex - 1976

Age	Sex	# of persons	% of Total
0-18 years	Male	1108	17.64
	Female	1106	17.61
	* Total	2214	* 35.25
19-64	Male	1618	25.76
	Female	1820	28.98
	* Total	3438	* 54.74
65+	Male	284	4.52
	Female	344	5.48
	* Total	628	* 10.00
	** TOTAL	6280	** 99.99

The City's median age increased from 26.2 years in 1970, to 28.1 years in 1976.

4. Population by Racial/Ethnic Background

When the special census of 1976 was conducted, each head of household was asked to identify him/herself and family by ethnicity. It should be noted that the following table then shows ethnicity as claimed by citizens themselves, rather than on visual indicators or surnames:

TABLE 9

Population by Racial/Ethnic Background - 1976

Ethnicity	Total	%	Male	Female
Caucasian	6141	98.16	2949	3192
Black	14	.22	6	8
Spanish Surname	49	.78	28	21
American Indian	27	.43	13	14
Other	25	.41	12	13
TOTAL	6256	100	3008	3248

D. HOUSING PROBLEMS

1. Conditions of the Existing Housing Stock

A "windshield survey" of household conditions in August of 1978 revealed that 304 housing units in Anderson were in some stage of deteriorating condition, of which 175 are owner/occupied and 129 are renter/occupied. This is 11.7% of the city's total housing stock of 2,589 units. Of the 304 deteriorating structures 71% or 216 units were determined to need conservation work, or work that requires more repair than would be provided in the course of regular maintenance. Such houses meet building codes, but have one or more defects that threatens the structure's ability to provide safe and adequate shelter in the future, such as sagging roofs or deteriorating foundations. Housing that exhibits a large amount of junk or debris in the yard was also classified as needing conservation work. Twenty six percent or 79 units were classified as not meeting the city's building code and thus not providing adequate shelter to their occupants. Such houses require major repair, the pre-dominant defect being substandard electrical systems. Three percent of 9 units were considered to be in such a stage of deterioration that they were beyond economic feasibility to repair.

Anderson's substandard housing is concentrated in three main areas: 1) West Anderson west of Highway 273; 2) the downtown business area; and 3) the East Hillside Drive/Barney Street area which is a commercial zone. These areas contain the oldest houses in Anderson and contain high percentage of rental units and senior citizens.

The implementation of the CDBG in the West Anderson neighborhood will substantially improve housing conditions in this area and significantly affect the number of units needing rehabilitation city wide because of the large concentration of such structures in the West Anderson area.

2. Housing Low Income Families

- a. Income - The 1976 County census determined the median family income in Anderson at \$9,797 per year. As shown in the following table this is higher than in Redding and lower than the County as a whole.

TABLE 10

Median Family Incomes in Shasta County - 1976

	<u>Anderson</u>	<u>Redding</u>	<u>Shasta County</u>
<u>Total Families</u>	2,194	7,743	33,801
<u>Median Income</u>	\$9,797	\$9,095	\$10,415

The State Housing Element Guidelines define a "lower income household" as one whose income does not exceed 80 percent of the median household income for the County. Multiplying the County median income figure of \$10,415 by .8 to determine an approximation of the upper limit for low income households, yields a figure of \$ 8,332 for Shasta County.

The combination of a high number of renters and residents on limited incomes, in addition to the age of the housing units, has led to the deteriorating nature of these neighborhoods.

The 1980 estimates indicate that 11.0% of Anderson's housing stock is substandard. The largest concentration of deteriorated housing is in the oldest neighborhood of the city, West Anderson; two-thirds of all substandard housing in the city is located in this area. Recognizing that the greatest housing problem within the City of Anderson is the deteriorated condition of the older housing stock, city officials opted to alleviate this serious problem by applying for, and subsequently receiving, a HUD sponsored Community Development Block Grant (CDBF) program.

A 15-block area of the East Anderson neighborhood was selected at the project area for a two-year comprehensive program of housing rehabilitation and public facility improvements. This area was selected because it contains the greatest incidence of housing and public facility deficiencies in West Anderson. Sixty eight percent of all households in this area of West Anderson are living on low or moderate incomes.

The city's community development effort in West Anderson will substantially improve the condition of housing in the area by rehabilitating 73 units in need of structural and electrical repairs in the project area, and 37 units in need of weatherization repair in the project area.

TABLE 11

<u>Low Income Households in Shasta County - 1976</u>		
HH Below \$8,332		
<u>Locality</u>	<u>Lower Income Households</u>	<u>% Below \$8,332</u>
<u>City of Anderson</u>	639	41.5
<u>City of Redding</u>	3724	39.0
<u>Shasta County</u>	5131	40.6
<u>Total Housing Market Area</u>	9494	40.0

- b. Fair Share Allocation Plan - Article 2 of the State Housing Element Guidelines calls for the inclusion in a locality's housing element of the "Fair Share Allocation Plan" developed for the General Housing Market Area of the locality. Shasta County serves as the GHMA for Anderson. The allocation plan is an estimate of future need for non-market rate housing and is contrived to ensure equal proportions of lower income housing opportunity between localities in the housing market area. In the development of the County Housing Element, the Shasta County Planning Department has determined that a Fair Share Allocation Plan between the County and the Cities of Anderson and Redding is not necessary in order to meet the intent of such an allocation plan.

The justification of the County's position is based upon income data supplied by the 1976 County census

and the determination that there are no barriers to the development of equal proportions of lower income housing opportunity. The income data, as shown above in Tables 5 and 6 reveals very similar distributions of lower income households between the three localities in the Shasta County GHMA. Table 6 shows the variation in each localities proportion of lower income households from the general housing market area (Shasta County) is minimal, from 1.5% in Anderson to 1.0% in Redding. Unincorporated Shasta County is +0.6%.

The City of Anderson concurs with the County Fair Share Allocation determination and understands that the State Department of Housing and Community Development has reviewed this position. However, this concurrence is tempered with a concern for Anderson's future proportion of low income housing units. Recent proliferation of newly constructed housing available to low income families; the legibility of Anderson for "rural housing assistance," and, the large amount of residential growth with an unknown growth in new jobs makes it possible that Anderson may house an over-proportionate amount of low income families in Shasta County in the future. Because of this, the

city should re-evaluate its position in regard to the County's Fair Share Allocation Plan when 1980 Census data can provide more extensive and conclusive information.

- c. Overpaying - Substantial progress has been made in the last five years in providing housing assistance to lower income households through Farmers Home Administration (FmHA) housing programs. A majority of new housing built since 1975 has been developed either through FmHA Section 515 (Rural Rental Housing) or FmHA Section 502 (Basic Home Ownership) programs. The incidence of overpaying for housing has been substantially reduced through the provision of this new supply of subsidized housing in Anderson. As of 1980, however, it is estimated that of all households in Anderson, 18.2% are low- or moderate-income households in need of housing assistance.

Although it is difficult to determine exactly the number of low income households paying a disproportionately large share of their income for housing (over 25% of total income), an estimation can be made using income and housing cost data provided by the 1976 Census.

As shown in Table 6 Anderson has 639 families with an annual income of \$8,332 or less (low income households). To ensure against housing overpayment (more than 25% of total income) these families should not pay more than \$173 a month for housing. The 1976 Census showed the Anderson housing stock containing 647 rental units costing less than \$175 a month and 124 houses valued at less than \$15,000 for a total of 711 housing units within the economic means of Anderson's 639 low income families. However, because there is a large number of units priced close to the \$175 a month cut off, the use of a smaller annual income figure may give a truer estimate of housing overpayment in Anderson.

The 1976 Census shows there were 527 families earning less than \$6,000 annually competing for 400 housing units valued under \$15,000 or costing less than \$125 to rent (equivalent to 25% of total income). This leaves the possibility of 127 families over paying for housing in Anderson in 1976.

Since 1976, the number of households in Anderson has increased by 247 owner household and 333 renter households. In assessing the number of households within this group which are lower income households

in need of housing assistance, the assumption is made that the proportion of households in need of housing assistance to all households in Anderson has not changed dramatically since 1976. This is verified by a review of the new housing stock added to the city, a majority of which is assisted through FmHA. Based on this assumption, 1976 HAP percentages of households in need of assistance to all city household (by tenure) has been applied to the number of new households in the city.

Renter households = $333 \times 37.5\% = 125$
Owner households = $247 \times 23.8\% = 59$

These totals, when added to the 1976 assessment of 127 households, needing housing assistance results in a total of 301 households in need of housing assistance.

- d. Housing Assistance - The estimated 301 households overpaying for housing since 1976 as indicated above, may very well have been provided for by the large amount of housing eligible for cost assistance constructed in Anderson over the past 5 years.

In the period from 1976 through 1980 the Farmers Home Administration has participated in the construction of 268 apartment units under their Section 515 Rural

Rental Housing Program and 100 duplex units and 50 single family units through their Section 502 Interest Credit Program. This is a total of 418 housing units eligible for rent or interest subsidies, based upon the level of income and/or age, constructed in Anderson since 1976. As long as the characteristics of Anderson's population and public facilities system make the city eligible for such programs, it is anticipated that the private market in conjunction with aid from agencies such as FmHA, will continue to provide housing for Anderson's senior citizens and economically disadvantaged families.

In addition to FmHA activity, the Shasta County Housing Authority aids 74 families in Anderson through the administration of the Section 8 Existing Housing Assistance Program. Twenty eight (28) of these families are also assisted by FmHA as described above, and 7 were in existence prior to 1976. This leaves 39 additional rental subsidies since 1976, in the following categories: 8 elderly/handicapped; 28 single family; and 3 large family.

3. Housing Moderate Income Families

Although the 1976 Census shows the greatest proportion

of Anderson families falling in the \$10-14,000 a year income range, today's prevailing costs for housing construction and financing often times make it difficult for these moderate income families to purchase a single family dwelling.

Conversation with local realtors and lenders indicated that a typical 3-bedroom 1+ bath Anderson home cost \$55,000 new and \$40,000 used as of August 1978. The new home would require an annual income in excess of \$21,000 and the used home an annual income of \$15,000. In addition to being able to afford the mortgage costs, a family must be able to apply a substantial down payment and fees in order to secure the loan.

(See Table 7).

As a result of the high costs of purchasing a house, a mobile home on a rental pad may be the only home ownership alternative available for a moderate income family in the future. Because of the lower purchase price and the possibility of better loan terms through a dealer, the mobile home alternative requires less initial and monthly costs. (See Table 7). Within the Anderson city limits there are two established mobile home parks, neither of which have been built out to full capacity as there remains enough space for an additional

181 homes. This remaining capacity, along with the recent passage of SB 1960, allowing mobile homes in single family residential zones, should adequately provide for the future demand for mobile homes.

The following table describes housing costs in Anderson:

TABLE 12

Estimated Monthly Cost to Purchase a Single Family Dwelling,
City of Anderson - 1978

	Conventional New	Single Family 5-10 yrs. old	Mobile Home New	Home Used
Purchase Price	\$55,000	\$40,000	\$20,000	\$10,000
Initial Costs				
Down Payment 20%	11,000	10,000	4,000	2,000
Closing Cost	1,790	1,325	-	-
Sales Tax & Misc.	-	-	1,380	620
City Fees	1,790	-	-	-
TOTAL	\$14,580	\$11,325	\$5,380	\$2,620
Monthly Payment				
Principal & Interest	\$ 386	\$ 263	\$ 222	\$ 133
Taxes	46	33	20	10
Insurance	15	15	10	8
Pad Rental	-	-	70	70
TOTAL	447	311	322	221
Required Annual Income	\$21,456	\$14,928	\$15,456	\$10,608

- Hypothetical 3-bedroom, 1-1/2 bath house
- Prices determined as an average through discussions with local realtors and lenders, 1978.
- For houses assumes 10% for 30 years, new mobile home 10% for 15 years, used mobile home 10% for 10 years.
- Housing cost should not exceed 25% of total income.

4. Special Needs

- a. Elderly Households - In 1970, 12.3% of Anderson's population was 60 years of age or older and in 1976, 14.4% of the population was elderly by this same definition. Approximately 21.6% of all households in need of assistance in Anderson are elderly households. Many of these households reside in older deteriorated housing in the city and need assistance in improving the condition of these units. The 1976 Census revealed that 2.33% of all persons in West Anderson are retired, compared to a city rate of 13.3%. While the number of persons 60 years of age or older in the city represents 14.4% of the population, the percentage of older persons in West Anderson is much higher.

In a 1979 survey of West Anderson households, 47% were found to be headed by persons 62 years of age or older. Eighty-eight percent of these elderly households were living on low or moderate incomes; 47% were headed by females, and 70% owned their own homes. Most of the households were living in older homes with one or more housing condition deficiencies. It is therefore, concluded that the needs of elderly households for housing assistance

(and particularly housing rehabilitation assistance) are substantial. It has been estimated that a minimum of 65 lower income elderly homeowners and 40 lower income elderly renting households are in need of housing assistance.

As stated earlier, a 15-block section of the West Anderson neighborhood has undergone substantial rehabilitation and public facility improvements utilizing CDBG.

The recent approval of a 59 bed nursing home and subsequent approval of a 26 bed addition to the original proposal with federal funding for a portion of the project, along with approval of a 6 unit condominium complex designed for moderate income elderly persons; should help alleviate some of the housing needs of Anderson's elderly residents.

- b. Minority Households - The 1976 Special Census indicated that 115 persons, or 1.84% of the city's population, are members of racial or ethnic minority groups. The largest minority group are Spanish surname who made up 0.78% of the population. There are no areas of concentrations of minority households in the city.

- c. Handicapped Persons - The 1976 Special Census reported that 125 persons in the City of Anderson are disabled or handicapped to the extent that it limits their work activity. No information is available on the number of persons with this group who are confined to a wheelchair. The State Department of Finance estimates that between 10 and 25 persons between the ages of 16 and 64 may be in this category. Lower-income persons in this category would require assistance in obtaining modifications to housing units, such as elimination of or reduction in the number of steps; doors and hallways of certain width; and special accessories, such as grab bars, lower counters and appliances, etc.
- d. Female Headed Households - The 1970 Census indicated that 11.4% of all households in Anderson were headed by women. While 10.3% of all households in the city were living on poverty-level incomes, 29.3% of all female-headed households were at the poverty level. Female headed households, then, are three times as likely to be living on low incomes as other families. It is estimated that 25% of all households in need of housing assistance in Anderson are female-headed households. Many of these households are also elderly.

e. Provision of a Variety of Housing Opportunities - A very visible aspect of Anderson's housing environment is the lack of diversification in housing appearance, type and design. This observation is borne out by a look at Anderson's housing values. According to the 1976 County Census approximately 67 percent of Anderson houses were valued between \$15,000 and \$30,000 compared to 37 percent in Redding and 40 percent in Shasta County. Since 1960 new housing construction in Anderson has been dominated by subdivisions of "tract home" single family dwellings designed for moderate income families, and by apartments of unimaginative design and layout. Contributing to this problem of a stagnant housing character has been the effect of providing for low income housing as often these developments have construction and design limitations placed upon them by the lending institution financing the project.

A Community Attitude Questionnaire distributed in the spring of 1978 indicated a dissatisfaction with the proportion of "low cost housing" in Anderson and also a desire to provide houses to accommodate various income levels. Housing diversification depends a great deal upon the nature of a

community's population and levels of income, however the city can lay the groundwork for new or varied housing concepts.

The Anderson Planning Commission has expressed a desire for large lot zoning. The land designated for large lot zoning should be in areas where large lots serve a purpose because of physical and/or environmental considerations, and are to be consistent with the studies and policies of the land use element. It is recommended that the zoning designation be facilitated through the use of the existing "B-Combining District" ordinance, and that appropriate standards for public improvements be provided in the City's Subdivision Ordinance.

It is not the intention of the General Plan Committee nor Planning Staff in utilizing large lot zoning to contribute to the already high cost of housing for residents; rather, this is an attempt to provide housing for all economic segments of the community, moderate to high income households as well as low to moderate income households, as required by the Housing Element Guidelines.

- f. Preservation of Neighborhood Aesthetics - The importance of maintaining and enhancing existing

Anderson housing units as a means of preserving a housing supply within the economic means of Anderson's low and moderate income families has already been pointed out. In addition to maintaining housing structures, neighborhood aesthetics should also be enhanced and protected. The two major concerns in this regard are street conditions and appearance of new residential construction.

Street Conditions - A survey taken in June of 1978 showed that much of Anderson's residential areas lack curb, gutter and sidewalk or some combination of the three, and also suffer from poor street conditions. These conditions contribute to a rundown neighborhood appearance, particularly in the West Anderson area.

Aesthetics - Chapter 17.03 of Anderson's Zoning Ordinance established a design review committee consisting of three members of the Planning Commission. This committee reviews projects of three or more single family dwellings constructed by one developer on contiguous land under one ownership; any building or structure in any multiple family, commercial or industrial district; or in any

special circumstance where, in the opinion of the Planning Commission, the review of the proposed project will be beneficial to the City.

Efforts to improve community aesthetics have been implemented by private as well as city activities. Private efforts to improve neighborhood conditions have in the past been stimulated by city efforts. The installation of curbs, gutters, sidewalks and street improvements on two streets in West Anderson resulted in noticeable activity by property owners to clean and fix their houses and yards. Anderson's designation of April "clean up month" has also proved to be a stimulus to citizen efforts to clean up their properties.

Along with the above activities, the Anderson Building Department carries on a program consisting of identifying those structures that do not meet the standards of the City Building Code, "red tagging" them when vacated and notifying the property owner of the defects creating the sub-standard condition. Further occupancy is not allowed until the structure is upgraded. The Building Department further advises the property owner of the economic

feasibility of bringing the structure up to code as opposed to removal.

In the period of 1975 through 1980 this structure program resulted in 36 single family dwellings being brought into compliance with the City Building Code and 21 single family dwellings being removed because of the impracticality of repair.

5. Providing for Future Populations

It is obvious that as Anderson's population grows the need for additional housing of various types becomes more pressing. As discussed earlier the rising costs of purchasing a single family dwelling in Anderson has forced people to look toward alternative housing types. This is evidenced most readily by the dominance of multi-family housing in new residential construction during the last few years.

From 1976 through 1980, 67% of the newly constructed housing units in Anderson were of a multi-family nature, (138 duplex-fourplex units and 249 apartment units). This shifted the single family/multi-family housing proportion from 84% single 14% multi in 1975 to 70% single 30% multi in 1980. This very rapid and thus visible trend toward multi-family housing greatly

affected the appearance and characteristic of Anderson's residential nature and created somewhat of a small public outcry in opposition to further apartment construction. The community attitude questionnaire distributed in the spring of 1978 showed that 37% of the respondents felt the future housing environment in Anderson should stress the existing balance of single family and multi-family dwellings and 25% felt single family dwellings should be solely emphasized. Thirty-five percent (35%) wanted future housing determined by the free market economy and 30% desired an emphasis toward multi-family housing. This response, in addition to public comment and the desire of Anderson residents to live in a small town atmosphere, prompted the Anderson General Plan Committee to recommend that the proportion of multi-family housing units be a maximum of 40% of Anderson's housing stock. This proportion represents a drastic change since 1970 when only 12% of Anderson's housing was of a multi-family nature, but recognized the economic demand for such housing in the future as the price of a single family dwelling continues to escalate beyond the means of the average Anderson household. Projected housing unit needs for Anderson are made in the assumption that 60 percent of new housing units will be single family dwellings,

including mobile homes, and 40 percent will be multi-family dwelling units.

Based upon present 1980 and high 1985 population projections (see table 8) 455 new housing units will be needed in Anderson, 312 single family and 143 multiple family to accommodate expected population growth through the year 1985. (Projections were not forecasted beyond the year 1985 because this element will be updated at 5 year intervals, allowing for more accurate projections). A total of 94 acres, 80 acres single family and 14 acres multiple family, will be needed to meet land use requirements of the projected needed units for 1985.

There are presently 507 acres in the City of Anderson utilized for residential purpose. The city has an additional 1,203 acres zoned for residential use presently vacant or being utilized as pasture. The following is a breakdown of this 1,203 acres; 926 acres are zoned for single family residential (R-1), this includes 26 acres of vacant land in Anderson 's 2 mobile home parks, the health and safety slopes zone and the residential agricultural zone; 50 acres are zoned for medium to high density residential (R-2, R-3); 45 acres of the planned development zone is R-1,

R-2 density; and 182 acres are zoned Secondary Agricultural with a 12 acre minimum lot size requirement.

In viewing the above data, it appears that Anderson has plentiful supply of land zoned for residential purposes to meet even the highest of population projections until at least 1990.

TABLE 13

Existing and Projected Population, Housing Units, & Acreages

	1980			1985		
<u>Total Population</u>	7360			8565		
	<u>Single</u>	<u>Multiple</u>	<u>Total</u>	<u>Single</u>	<u>Multiple</u>	<u>Total</u>
<u>Units Existing</u>	2,015	845	2,860			
<u>Units Needed</u>				312	143	455
<u>Residential</u>						
Land Use	443	64	507			
Existing (acres)						
<u>Residential Needed (acres)</u>				80	14	94
Unused Residentially	1,108	95	1,203			
Zoned Land (acres)						

E. PUBLIC PARTICIPATION

This Housing Element was prepared by City of Anderson Planning Staff under the direction of the Planning Commission's General Plan Committee.

Efforts were made during the initial stages of element preparation to organize a citizens advisory committee. However, these efforts were unsuccessful leading to the decision to utilize the General Plan Committee.

As stated in the housing element, a community attitude questionnaire was distributed to Anderson residents in the spring of 1978 to identify resident opinions regarding the past, present and future housing characteristics of the city. Questionnaire results were utilized by the General Plan Committee and planning staff in the drafting of this housing element.

Prior to adoption of the housing element, public hearings will be held at both the Planning Commission and City Council meetings. Upon adoption, the housing element will be reviewed every 5 years coinciding with the United States Census. Data received from the 1980 census will be incorporated into the housing element when it is received. These reviews would be in addition to the annual housing report presented to the Planning Commission and City Council as described in Policy 4.

Footnotes:

1. Community Assistance Guide, City of Anderson, revised 1978
2. U.S. Census, Preliminary Data, 1980
3. Basic Information Central Business Area Plan, Herman D. Ruth and Associates, August 1978
4. Shasta County Special Census 1976
5. Department of Housing and Community Development, March 1978
6. California Department of Finance Estimates, Tehama County, October 1975
7. "Household Condition Survey", City of Anderson Planning and Building Departments, August 1978
8. "Door to Door Housing Survey - Selected Neighborhoods", City of Anderson Planning Department July 1978
9. Housing Assistance Plan, City of Anderson, 1980
10. Community Development Block Grant, Comprehensive Strategy, Connerly & Associates, June 1981
11. "Fair Share Allocation Plan", Shasta County Draft Housing Element, May 1978
12. Farmer's Home Administration, Shasta County, personal telephone conversation on September 20, 1978; June 10, 1981 and building permit records.
13. General Plan Update - Community Attitude Questionnaire, Anderson Planning Department, spring 1978
14. Land Use Data Base, City of Anderson, February 1981
15. Rhoda Moser, Department of Housing and Community Development Review Section

CHAPTER SEVEN
LAND USE

CHAPTER SEVEN

LAND USE

This chapter brings together all the proposals, policies and identified concerns of the previous chapters and coordinates them into the land use plan. These inputs are also correlated with additional policies, descriptions of land use categories, the Airport Specific Plan, and the Sphere-of-Influence area of the County General Plan. The General Plan map containing designations for future land use and circulation is based on consideration of all these. The last section of this chapter sets out a process which will be used to update the plan in the future. The Housing Element of the General Plan will be updated by January 1986.

ADDITIONAL POLICIES

- A. Sufficient areas will be provided for each type of land use to permit full development needed to meet the demands of population growth and economic advancement.
- B. Development of the vacant areas within the city limits should be encouraged in order for the city to provide services to its residents more efficiently.
- C. A major objective of the city is to encourage new, diversified industries to locate in the area.
- D. Industrial areas should be separated from residential,

retail commercial, rural estate, agriculture, and other uses which might be adversely affected.

- E. The provision of adequate transportation facilities and public services is essential to the further development of an industrial economic base.
- F. The city's single family residential areas are the backbone of its land use pattern. These areas must be protected from decline which would result from the mixture of uses.
- G. To keep those areas identified as most suitable for retaining Anderson's rural lifestyle in a rural estate and agriculture designation. These areas include lands having soils suited to food production and adequate to meet the health department criteria for septic systems.
- H. The community should encourage compact, well defined living areas and discourage residential sprawl.
- I. Higher density residential development should be located on the periphery of the Central Business District and adjacent to other commercial areas.
- J. Anderson's Central Business District should be the center of activity in the community.
- K. Retail outlets and offices should be the primary uses in the Central Business District.
- L. Heavy commercial areas should be located in separate areas, convenient to transportation facilities.
- M. Strip commercial development should be avoided.

- N. The Civic Center should be expanded on lands adjacent to the present City Hall when the future need arises.
- O. Public facilities, such as fire stations, libraries, parks, and recreation centers should be located in those areas of the city where they will provide maximum benefit.
- P. Agricultural lands should be preserved for the future.
- Q. The city should strive to protect and promote the character and value of existing land uses.

LAND USE CATEGORIES

To develop the future land use plan, the uses were divided into categories. Division into these categories allows various land uses to be located according to their particular requirements. The designation for any given piece of property is the eventual type of development planned for that property. Where a change is proposed, the designation will vary from the development existing on the property.

In deciding how many and what kinds of land use categories to map, our objective has been to show enough different categories to give us flexibility, yet not so many as to make the list overly complicated. This requires striking a balance between variety and simplicity. If it is determined that such a balance is not effectively serving the development pattern, necessary changes should be considered. This General Plan uses the following categories; three residential, agriculture, rural estate, two commercial and one each for industrial and

public/semi-public. Each designated category is described below.

Residential

This group is made up of categories based on densities. This permits the land use plan to provide a supply of different housing types and locate each according to its needs. The density is expressed as the maximum number of dwelling units per gross acre. Allowance for land in streets and utilities is included within each density category. Clustering or other configuration may be permitted provided the overall density does not exceed the category's designated standard.

Following is a description of the three residential categories. This description identifies the zoning districts consistent with each category. The Planned Development (PD) and Hillside Slope and Safety (HS-S) zones would be consistent with any of the following categories if developed to the respective density.

a. High Density Residential: Up to 20 units per gross acre. Areas receiving this designation are planned for the greatest density of residential development in the city. The type of units intended for this category are apartments, townhouse or other multiple structures which do not exceed three stories. The use of the buildings and land shall be primarily residential with accessory uses permitted, such as recreational facilities. Flexibility and innovation should be encouraged for projects of these types. The zoning district used to implement

this category is "R-3, Multiple-Family Residential". The Planned Development zone is preferred for implementing this density category because it allows great flexibility of design.

b. Medium Density Residential: Up to 12 units per gross acre. The housing types planned for this density are duplexes, triplexes, four-plexes, townhouses and similar multiple unit residential development. Apartment, condominium or cooperative units are permitted within this density category. Urban services required for this increased density make location more selective than for lower density. Concerns regarding access, proximity to commercial services, impacts from adjoining uses and meeting housing needs should be addressed when applying this density to the plan. Mobilehome parks would be placed in this category. The zoning district which implements this density is "R-2, Duplex Residential" or "PD, Planned Development" of a density up to 12 units per acre.

c. Low Density Residential: Up to 4.6 units per gross acre. This category designates lands for detached single family housing. Any density up to the maximum may be permitted as long as environmental constraints are respected and urban services can be reasonably provided. The degree of slope may have an effect on density. Generally the greater the slope, the lower the density in units per acre. The zoning districts consistent with this designation are "R-1, Single Family Residential" or "PD, Planned Development" of the proper density. Some areas of the city may be appropriate for large lot development.

TABLE 14
RESIDENTIAL LAND NEEDS

Population for Year 2000	12,134
Persons/Household Average	2.33
Total Households - Year 2000	5,208
Existing Households (1980)	2,736
Additional Households	2,472

HOUSING MIX

Type	<u>Existing Units *</u>	<u>% of Existing</u>	<u>Add'l Units %</u>
High Density	261	9	20%
Medium Density	572	20	20%
Low Density	2,034	71	60%

Distribution of Additional Housing (Using the percentages above plus allowance for vacancies)

High Density: $2472 \times 20\% = 495 + 6\%$ = 525 units
 at 20 units/acre = 27 acres

Medium Density: $2472 \times 20\% = 495 + 6\%$ = 525 units
 at 12 units/acre = 44 acres

Low Density: $2472 \times 60\% = 1484 + 2\%$ = 1514 units
 at 4.6 units/acre = 330 acres

Example of Various Densities

Thunder Village	3.6 units/acre
Anderson Heights	4.2 units/acre
Buffums	5.5 units/acre
Walsh Mobilehome Park	5.7 units/acre
Lassen Commons	12.8 units/acre
Anderson Meadows	23 units/acre

* Based on 1980 Census

Manufactured housing is permitted under certain conditions in any residential designation or zone which allows single family dwellings. The implementation for this can be found in the city's zoning ordinance.

The amounts of land shown in the land use plan are sufficient to meet the needs determined in the Housing Element (See Chapter 6).

Residential development must be carefully located to avoid adverse affects from other types of and use and environmental conditions. Areas planned for residential development should be free from noise impacts, flooding, poor drainage, unstable slopes or solids, high fire hazard and vehicular congestion. In addition appropriate urban services must be capable of being provided to these areas. High density residential development also needs to be located near activity centers, such as retail commercial, and major circulation routes to facilitate traffic flows and take advantage of transit systems. All residential development should be designed on a neighborhood unit basis which provides similar housing within each neighborhood. Mixing residential types, such as apartments and single family units, in the same neighborhood should be avoided.

Rural Estate

This category permits up to two (2) dwelling units per gross acre. The intent of the Rural Estate category is to preserve the rural nature of those areas which have historically

developed with large lots, animals and few "urban" improvements, such as curbs, gutters and sidewalks. The Rural Estate category will promote such desired characteristics as open space, less traffic, a quiet setting and a place where animals can be kept. This classification also provides a medium to higher market range property where the lower density also contribute to developmental practice by providing for a broadened housing choice in the community.

This category identifies a land use which is unique from residential and agriculture. It should not be considered as a transitional land use but may buffer other rural areas from on more dense urban development future conversion to residential densities will, therefore, not be encouraged.

Agriculture

Up to one single family dwelling per two (2) gross acres. The purpose of this category is to set aside and promote the preservation of and which is prime farmland. Prime farmland is land that has the best combination of physical and chemical characteristics necessary to be economically feasible for sustaining high crop yields. As Anderson has historically been an area of agricultural importance, it is the goal of the general plan to preserve this land use for the future.

Land in this category is planned for densities which may be developed with or without city sewer or water service. The two acre minimum is considered a base that accommodates the requirements for adequate septic system leach fields and spacing

of private wells away from these septic systems.

The preservation of rural agricultural lands is an important factor in maintaining the rural atmosphere of our community. The area designated as agricultural follows a corridor along the Sacramento River and on down into the Sacramento Valley adding continuity to the overall preservation of areas of agricultural importance.

It is the intention of the general plan to designate these areas as agricultural in order to preserve the land for the future.

Commercial

The commercial categories of the land use plan indicate high activity land uses. These include retail, service, repair, and storage uses. The intensity of these land uses causes increased traffic, noise, visual effects from signs and architecture, service demands and related concerns. This plan strives to provide the necessary functions of commercial without resulting in unacceptable consequences for adjoining areas and the city's circulation and public facilities. This will be accomplished by the application of the two commercial categories defined below in conjunction with revisions to the city's zoning ordinance.

a. General Commercial: The areas included in this category are the core commercial centers serving either neighborhoods or the community in general. In addition certain commercial developments for the benefit of highway travelers are located in this category. Uses consistent with this category are retail

and service activities conducted within buildings. Outside sales and service establishments with few exceptions will be in the Heavy Commercial category.

The criteria for locating these commercial centers or areas are: the feasible provisions of the full range of urban services, centralized location in relation to area served, adequate access both to the site (usually near an arterial) and on the site (proper location of driveways and parking in relation to street network), due accommodation of adjoining uses, buffering where needed, adequate drainage, relatively flat topography, and adequate provision for parking. This is a generalized list of concerns. Additional concerns may emerge depending on circumstances. Highway related commercial also needs to be located near interchanges or access points of major through routes. Separate zoning district will distinguish retail and service commercial activities from highway related commercial activities.

b. Heavy Commercial: The uses proposed for this category would include warehouse, building materials yards, contractors yards, outside storage, repair establishments and similar type uses. These involve heavy equipment, greater land area per employee, more truck traffic than General Commercial, storage of commodities and wholesale operations. The criteria for locating these heavier commercial uses is similar to General Commercial uses except these will need better truck access, buffering from

non-commercial lands and less centralized location. They should, therefore, be placed away from sensitive types of land use and high traffic areas, such as the Central Business District.

For all types of commercial it is important to plan these areas as blocks or units, not as strips. Strip commercial development causes unwarranted traffic congestion from numerous driveways, and its linear pattern extends trip lengths for potential consumers. It also significantly lengthens the boundary of possible conflict with other land uses.

The amount of land placed in the commercial categories must be kept in scale with the needs of the community. Too much commercial can be as detrimental as not enough. A precise amount of acres needed for commercial, however, is difficult to calculate. Some uses require more land than others and the combination that will occur is not known. As approximation may be made by taking the number of acres of existing commercial development and dividing by the present population. This ratio of commercial acreage per capita may then be multiplied by the projected future population. The result is an estimate of future commercial land needed. This estimate can be used as a guide to planning commercial areas. (See chart on following page)

The nature of "commercial" land uses for planning purposes do not necessarily mean all land uses operated for profit. Two examples of uses classified in other categories are apartments

and a manufacturing plant. While each is normally a profit making enterprise, the apartments are more appropriately placed in the high density residential category, and the manufacturing plant in industrial.

Commercial development should not be mixed with residential or industrial uses unless done under a planned development (PD) process. Without the PD design conflicts may arise from incompatible features of each type of use.

Table 15

General Commercial Land Needs

Existing Commercial Area	38 acres
Existing Population (1980)	7,381 persons
Acres per Person	.005
Additional Population by Year 2000	4,753 persons
Additional Area Needed	24.5 acres

Heavy Commercial Land Needs

Existing Heavy Commercial Area	15 acres
Existing Population (1980)	7,381 persons
Acres per Person	.002
Additional Population by Year 2000	4,753 persons
Additional Area Needed	560 acres

Public Land Needs

Existing Public Area	871 acres
Existing Population (1980)	7,381 persons
Acres per Persons	.12
Additional Population by Year 2000	4,753 persons
Additional Area Needed	560 acres

Industrial

The economic base of our community is to a major degree determined by our industrial development. Presently a large part of our economic base lies outside the city. In order to extend our base additional areas of industrial are designated on the land use plan.

The category of Industrial in this plan includes all types of use not considered heavy commercial. Zoning to implement this will be done by two industrial zone - light and general. Light industrial will have a character of use that does not have smoke, fumes, risk of explosion or other noxious effects. General industrial may have such effects if they cannot be fully avoided. Buffering for each type will be necessary. Access to all modes of transportation would be considered, and availability of needed services provided.

Public/Semi-Public

This category includes a number of uses which do not fall into any particular category. Examples are cemeteries, churches, fairgrounds, parks, retirement centers, public buildings, open space and schools. These uses have generally little adverse effects on other land uses, and some make excellent buffers. Public and non-profit agencies usually operate these facilities. Zoning consistent with this category varies since most of these uses are allowed by use permit.

Proposed parks as well as open space for buffering are shown

as an overlay. Areas in floodplains will also receive this designation as an overlay and be shown in the appropriate flood zone on the zoning map.

GENERAL PLAN MAP

The policies and concepts presented and analysed throughout this text are implemented graphically on the General Plan Map. That map officially designates the land uses and circulation routes planned for Anderson. The categories of land use planned of the various areas will be implemented with zoning designation consistent with the plan.

The General Plan Map shows the areas for urban development - commercial, industrial, residential and other uses. Designations were based upon consideration of future population growth, environmental factors (such as flooding and steep slopes), where services can be provided and where existing development is located. Various goals and policies were considered as well.

TABLE 16
SUMMARY OF MAPPED AREAS

<u>Category</u>	<u>Area Developed</u> (Acres)	<u>Add'l Needed</u> (Acres)	<u>Add'l Mapped</u> (Acres)
Residential:			
High Density (20 du/ac)	61	27	66
Medium Density (12 du/ac)	94	44	78
Low Density (4.6 du/ac)	439	328	968
Rural Estates	79 *	- *	79 *
Agriculture	236 *	- *	236 *
General Commercial	38	24.5	131
Heavy Commercial	15	9.7	72
Industrial	24	- *	144
Public/Semi Public	871	560	11.5

* Cannot be determined accurately because of regional influences.

From this chart one can see how the housing mix and areas for commercial and industrial expansion were addressed. Acres listed for this use include lands not designated for development.

AIRPORT SPECIFIC PLAN

The Airport Specific Plan is incorporated in the land use plan. The area affected by the plan lies on both sides of North Street adjacent to the Sacramento River. This is an area of potential noise impact, and the land uses designated for that particular area are compatible with the standards of the airport plan. North Street and Riverside Drive have circulation route

provisions which are also compatible with that plan.

Future Specific Plans

There are two areas in the city which are relatively undeveloped but planned for a combination of uses. These areas include: The TMI property east of Interstate 5 and south of the Gateway - Anderson Square Shopping Centers; and the land bounded by I-5, North Street and Riverside Avenue. The characteristics these areas share are:

- a. Few existing public services;
- b. Most parcels are fairly large;
- c. Need to ensure compatibility between uses and adjoining areas;
- d. Placement and limiting of services need coordination.

These and possible other areas would benefit for the detailed planning available through the preparation of a "specific plan" as described in Government Code 65450 or the application of the PD - Planned Development zoning.

A "specific plan" goes beyond a development plan by including not only location of buildings, landscaping, parking and other land uses, but also the various provisions and standards regarding streets, water supply, water disposal, densities for population and buildings, and any other factors affecting the proposal. By obtaining a full review of these factors, a complete sub-area plan can be decided upon and implemented. The provision of needed services and facilities of sewer, water, roads and other utilities could be planned to

maximize benefits to both the developers and the community. In essence a specific plan involves the planning and implementation of the project. Once adopted, specific plans become part of the General Plan as an amendment. Zoning designations would have to be amended prior to project approval if not in conformance with the specific plan.

The land uses designated on the General Plan map for these two areas are based on the needed amounts of commercial and various residential densities calculated for the city. Some variation of those designations may be permitted by the adoption of a specific plan provided that the overall density and extent of uses is equivalent to that shown in the plan and that it does not significantly imbalance the land use pattern either for the neighborhood or the community at large. For instance, a specific plan for "Project A" having 20 acres of commercial, 15 acres of low density residential and 5 acres of high density residential might be determined acceptable for an area. For the same area "Project B" consisting of 16 acres commercial and 24 acres medium density residential might also be acceptable. The basis for accepting any particular proposal depends on the merits of the project, how well it implements the goals and policies of the plan, tend the character of its location.

The PD Planned Development zone offers similar advantage but would be less comprehensive and more subject to change than a specific plan. The greater flexibility of the PD zoning process may be preferable for phased or smaller projects.

SPHERE OF INFLUENCE AREA

The Shasta County Local Agency Formation Commission (LAFCO) has adopted a sphere-of-influence for the city and it is shown on the following page. The area within the sphere is intended to contain areas of future annexation to the city. Although planned for annexation, Shasta County has jurisdiction over this area and has adopted plan designations for it. Their designations are shown on the following table:

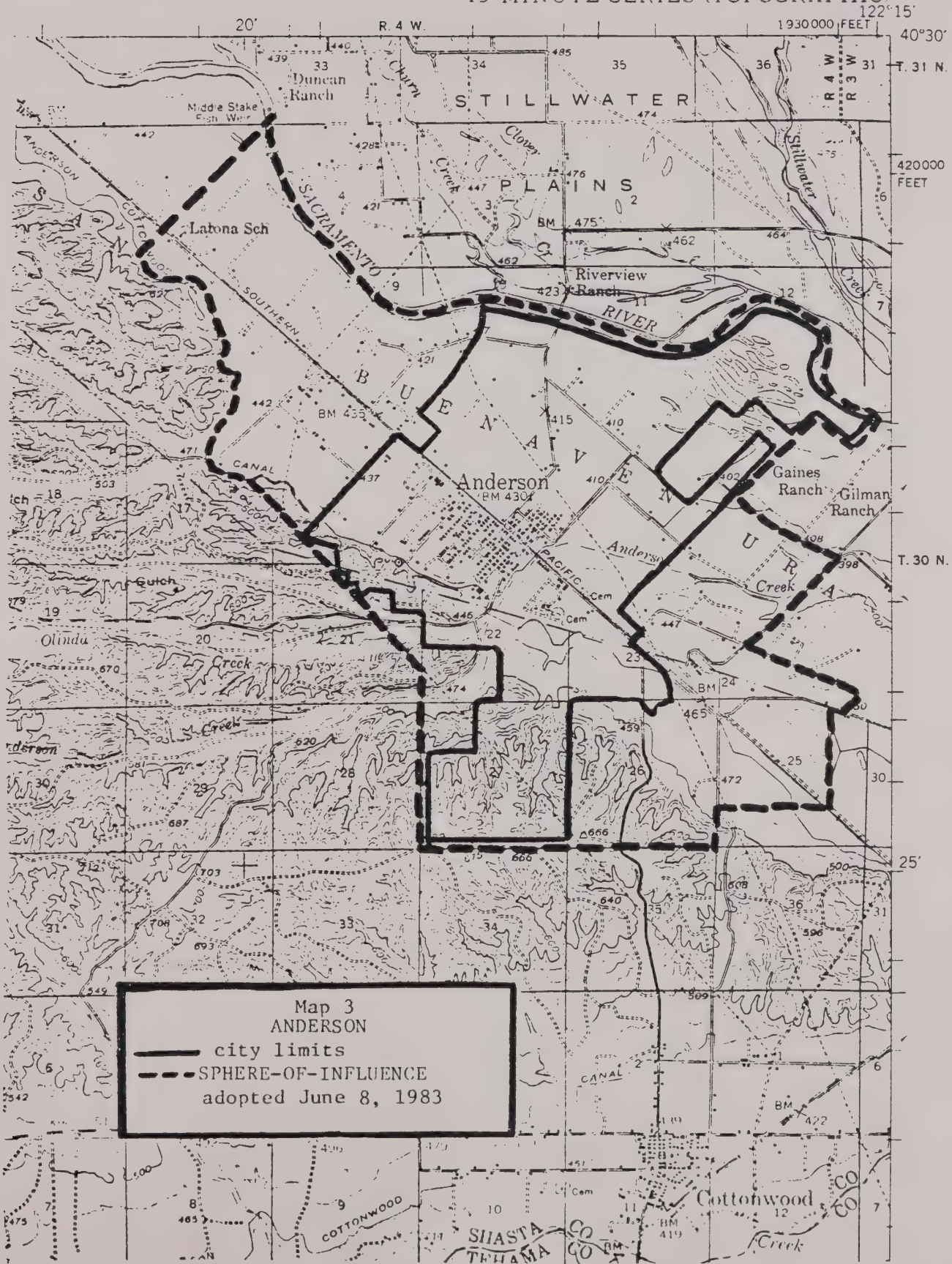
TABLE 17
Shasta County General
Plan Land Use Designations

<u>Designation</u>	<u>Density Dwelling Unit</u> <u>Per Acre</u>	<u>Comments</u>
SR- Suburban Residential	1 du/1.99 acres to 3 du/acre	Provides for medium density residential development. May also allow local convenience commercial centers.
RA - Rural Residential A	1 du/2 acres	Provides for rural residential development in and around communities. May also permit local convenience commercial centers.
RB - Rural Residential B	1 du/5 acres if within one mile of a paved road; otherwise 1 du/10 acres	Provides for large lot rural homesites normally not as near a community as RA designated areas.
C- Commercial	Not applicable	The C designation may allow numerous types of commercial uses. Specific uses determined by zoning.
MU-Mixed Use	1 du/2 acres (Residential)	May allow residential, commercial or certain light industrial uses.
I-Industrial	Not applicable	Permits all types industrial and some heavy commercial uses. Specific uses determined by zoning.
A-cg Part Time Agricultural	5 acres	Provides for part time or hobby farming on lands with agricultural value but the parcel sizes are predominately too small to support full time agricultural uses.

* Adopted from the Shasta County General Plan (1984).

ANDERSON QUADRANGLE CALIFORNIA 15 MINUTE SERIES (TOPOGRAPHIC)

(MILLVILLE)



Map 3
ANDERSON
— city limits
--- SPHERE-OF-INFLUENCE
adopted June 8, 1983

Many of these areas will need urban services from the city to be fully developed. Future annexations and capital improvements will reflect this under the LAFCO annexation policies. The city must carefully monitor development activity in its sphere-of-influence to ensure that facility configuration and standards are compatible with those of the city. This will help implement annexation of these areas at the appropriate time.

When annexations are applied for, two items must be considered which can have a significant bearing on future planning. They are the rezoning and the plan of services for the property. Compatibility of these two items with the city's General Plan and the overall public facilities systems is the objective. Without substantial compatibility for these in its sphere the city may be limited in efforts to expand in the future.

Major Planning Concerns

Of the concerns Anderson will face in the future some are of greater urgency than others. Listed here are the major concerns which the city should give highest consideration to resolving:

- A. Sewer Treatment Plant Capacity: The city's wastewater treatment plant is very near capacity. In order to monitor sewage supply and demand the city adopted a sewer allocation plan limiting the number of sewer hook-ups allowed. Once the remaining allocations have

been granted the city will be forced to declare a moratorium prohibiting additional development. The design and technical plans of a Phase II and Phase III expansion have been prepared. Obtaining financing for these expansions should be of top priority. The completion of Phases II and III would essentially double capacity for the plan.

- B. Drainage Improvements: Tormey Drain and Anderson Creek are the drainage courses which create the greatest flooding problems for the city and surrounding areas. Improvements needed to alleviate these problems have been discussed earlier in the Public Facilities' chapter. Solving drainage problems could enhance development potential in several sections of the city.
- C. Additional Water Storage: The city's water system is in need of additional storage and stand-by power facilities. Water storage needs could be met by constructing a one million gallon reservoir. The problem of stand-by power can be alleviated by installing generator units and provision of a portable stand-by power unit to be utilized in emergency situations.
- D. Central Business District: The area generally located from East Center Street to Oak Street and North Street to Balls Ferry Road is known as "downtown". Due to the construction of commercial centers in other parts of the

city, the downtown area has experienced rising vacancy rates and few improvements. Various remedies have been studied and suggested, including construction of curbs, gutter and sidewalks, and providing traffic signals. Through a combination of these improvements the downtown area could remain a viable commercial area for the community. Policies supporting downtown improvement are listed in this chapter.

The major concerns discussed above represent the greatest challenges to future development in Anderson. How these concerns are resolved will have a significant bearing on the pace and scope of development.

IMPLEMENTATION AND FUTURE UPDATES

The General Plan will be implemented primarily by the city's zoning and subdivision ordinances. Both will be amended where necessary to properly carry out this plan. Capital improvements budgeting, plans for public facilities, specific plans, and annexation also play vital roles. Significant decisions on any of these will be based on consistency with this adopted plan.

As conditions change updates to the plan will be needed. Some items for review at those updates may include:

- a. Update the map of developed areas and determine amount of land remaining for development;
- b. Monitor the population and household growth rate;
- c. Examine the capacities of key facilities;

- d. Review annexations made or proposed since last update;
- e. Address any issues brought up by residents or groups.

The state guidelines indicate that implementation measures be revised annually and revised as necessary. The entire plan, particularly the Housing Element, should be thoroughly reviewed every five years. No specific process is required as long as the revisions comply with open meetings, the California Environmental Quality Act and consistency requirements of state laws. Revision may involve studies by the Planning Commission and Planning Department. The commission would then hold a public meeting to accept public input and agency response on the various studies. Any actions recommended by the commission, together with public input and the prepared studies, would then be forwarded to the City Council for consideration. The council would take final action on any revisions.

APPENDICES

- A. Resolution of Adoption
- B. List of Goals, Policies and Implementation
- C. Acknowledgements/Sources
- D. General Plan Circulation Map
- E. General Plan Land Use Map

RESOLUTION NO. 95-33

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANDERSON
ADOPTING A GENERAL PLAN FOR THE CITY AND SURROUNDING AREA

WHEREAS, the City of Anderson is required by Government Code Section 65300 et sequitur, to adopt a comprehensive, long-term General Plan for the physical development of the City; and

WHEREAS, a revised General Plan was prepared for review and consideration by the Planning Commission and City Council; and

WHEREAS, the City has held noticed public hearings before both the Planning Commission and the City Council; and

WHEREAS, the City has circulated for review and comment the draft General Plan to appropriate local agencies and the State Clearinghouse; and

WHEREAS the City has prepared an Environmental Impact Report (EIR) consisting of the project description, the General Plan itself, and supporting documents and submitted it for review and comment to appropriate agencies and the State Clearinghouse; and

WHEREAS, copies of the draft General Plan and maps have been available for public review at City Hall throughout the adoption process.

NOW BE IT RESOLVED by the City Council of the City of Anderson as follows:

1. That a General Plan text with maps as currently dated is hereby adopted as the General Plan for the City and surrounding area.
2. That the Planning Department is hereby authorized to publish copies of the General Plan text and maps and make these documents available for purchase at cost of publication.

PASSED AND ADOPTED by the City Council of the City of Anderson this 3rd day of September, 1985, by the following vote:

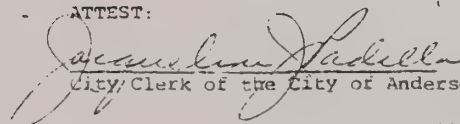
AYES: Councilmen Bingham, Smolenski, Dorsey, Stevens,
and Mayor Walsh

NOES: None

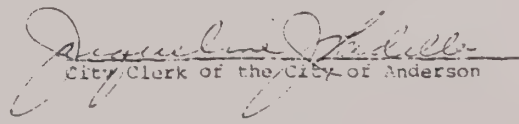
ABSENT: None


JOHN WALSH, Mayor of the City of Anderson

ATTEST:


City Clerk of the City of Anderson

I, Jacqueline J. Padilla, City Clerk of the City of Anderson do hereby certify that the foregoing is a full, true, and correct copy of a Resolution duly adopted by the City Council of the City of Anderson at a regular meeting of said City Council on the 3rd day of September 1985.


City Clerk of the City of Anderson

Appendix B

GOALS

1. To maintain the orderly growth and stable physical development of the City of Anderson while enhancing the physical, social, economic and environmental characteristics of the community; and ensure the continuance of the city's rural town atmosphere.
2. To ensure the planned management of the community's natural resources, their permanency consistent with community goals and prevention of their misuse.
3. To provide all city residents with adequate public services for a safe and healthy living environment. This consists of the construction and maintenance of adequate street, sewers, water and storm drainage systems, and the provision of police, fire, school, recreation and cultural facilities.
4. To establish open space areas for: the preservation of natural resources, the managed production of resources, outdoor recreation, public health and safety, and to ensure the preservation and maintenance of these spaces consistent with community need.
5. To ensure that the City of Anderson offers adequate and safe housing in a suitable environment for all economic groups. This consists of the conversion and rehabilitation of existing and older neighborhoods as well as planning for new and inovative residential developments.
6. To ensure the development of a circulation system which will be both safe and efficient.
7. To provide a quiet, liveable environment in the City of Anderson.

Appendix B

POLICIES

Air Quality

1. To support efforts to maintain and improve the air quality of the area.
2. All roads and parking areas shall be paved.
3. Review development projects for impact on air quality.
4. Encourage non-polluting industries to locate and expand within Anderson. Support improvements to existing industries which reduce negative impacts to air quality.

Agriculture

5. Retain productive agricultural lands while providing land needed for future urbanization.
6. Allow the keeping and raising of animals in areas suitable for such use and compatible with established neighborhoods.
7. Avoid conflicts between agriculture and urbanization within the city's area of influence.
8. Protect and retain areas suitable for supplemental farming.

Plant and Animal Habitats

9. Retain these riparian vegetation along the main water ways in the city.
10. Preserve the remaining wildlife habitat area.

Soils

11. Use permits are required prior to development on slopes of 10% or greater.
12. No development on slopes exceeding 30% shall be allowed.
13. Maintain high levels of water quality and quality in rivers, streams and groundwater basins.
14. Preserve future water rights of all sources; rivers, streams, groundwater and ACID water for residential, commercial, industrial and agricultural uses.

Appendix B
Policies - Continued

Seismic Activity

15. Minimize risk to life and property from seismic activity.
16. Include safety considerations in public systems and improvements and expansions.
17. Continue implementation of uniform building code in construction.

Flooding

18. Prevent damage from flooding as much as possible.
19. Encourage open space uses for floodplains.
20. Prohibit residential structures in floodways.

Fire Hazard Areas

21. Maintain the present level of fire protection in developed areas and extend the same or greater level of service to new developments.
22. Ensure that fire safety is considered when capital improvements are planned.

Unstable Slopes

23. Plan for appropriate densities and types of land use on sloped lands.

Noise Impacts

24. Ensure retention of acceptable sound levels in all residential neighborhoodds.
25. Avoid placing high noise-generating land uses adjacent to residential developments, schools, hospitals or similar noise sensitive land uses.
26. Consider noise impacts in the planning process for projects.
27. Minimize noise levels throughout the city as much as practical.

Appendix B
Policies - Continued

Economic Developments

- 28. To ensure an adequate supply and variety of commercial and industrial sites.
- 29. To protect industry from incompatible land uses.
- 30. To encourage and promote new types of industry in order to diversify the areas' economic base.

Historical and Archaeological Sites

- 31. Conserve the cultural heritage of Anderson for future generations.
- 32. Encourage the preservation, restoration maintenance, and monumenting of all significant historical resources in the city.
- 33. Protect archaeological sites from looting and deterioration.
- 34. Archeological review for most projects.
- 35. Provide recreational facilities adequate to meet the needs of all age groups of the city.
- 36. Cooperate with other agencies in order to obtain needed recreational facilities.
- 37. The city's park system shall be composed of three types - neighborhood, community, and regional.
- 38. Adopt Anderson Park Masterplan as part of General Plan.

Water System

- 39. Provide adequate quality and quantity of water service to existing and developing areas.
- 40. When service extensions are requested, provide them and reimburse property owners financing the extensions when future connections are made.

Sewage Disposal System

- 41. Expand the sewer treatment plant to eliminate the sewer allocation plan and provide for growth within the city.

Appendix B
Policies - Continued

42. Upgrade the existing collection system to reduce infiltration and inflow from runoff.
43. Coordinate provision of sewer service with other urban services.

Drainage System

44. Prevent drainage problems in future developments.
45. Upgrade drainage facilities in existing areas of town.
46. Encourage basin-wide or regional drainage planning for our area.

Schools

47. Work with the school districts when they are selecting future school sites.
48. Plan land uses adjacent to existing and proposed school sites which do not generate significant noise, traffic or other similar effects.
49. Give due consideration to school district input on developments, especially when overcrowding of schools is a concern of the district.

Fire Equipment and Facilities

50. Maintain and enhance fire protection services in cooperation with the Anderson Fire Protection District.

Streets/Highways

51. Provide a street system which will adequately serve homes, business, industry, recreation and other uses as they develop according to the Land Use Plan.
52. The overall street pattern should have a functional relationship to land uses and accommodate future traffic volumes.
53. Traffic should be routed around, rather than through, residential neighborhoods.

Appendix B
Policies - Continued

54. Provide easy access for trucks and employees from employment centers to major through routes.
55. Prefer curv-linear streets with off-set intersections to grid pattern streets where possible.

Bikeways

56. Provide bicycle transportation facilities wherever feasible.
57. Where possible, bicycle routes are proposed to lead to schools, shopping centers and recreational areas.

Housing

58. To improve the condition of low and moderate income housing in the City of Anderson.
59. To allow for the accommodation of manufactured housing mobile homes in the city's residential zones by adopting design standards assuring its compatibility with community characteristics.
60. To revise existing codes and standards to enable development of a choice of residential opportunities providing a variety of housing types, designs and costs.
61. To continue the City Building Department's program of surveying the conditions of Anderson's housing stock and enforcing the City Building Code.
62. To continue to apply for and implement, where feasible, State and Federal housing assistance programs.
63. To continue city support of citizen clean up efforts and strive to provide a stimulus for further property owner efforts to enhance neighborhood appearance.
64. To accommodate housing in areas where public and private services are adequate and the development of housing is consistent with established land use guidelines.
65. To strongly discourage, where at all possible, any form of discrimination in housing.
66. To continue to work in close cooperation with the City of Redding and County of Shasta to insure:

The orderly development of unincorporated lands adjacent to urban incorporated areas; and

The consistency of land use policies and development standards in those areas.

Appendix B
Policies - Continued

Land Use

67. Sufficient areas will be provided for each type of land use to permit full development needed to meet the demands of population growth and economic advancement.
68. Development of the vacant areas within the city limits should be encouraged in order for the city to provide services to its residents more efficiently.
69. A major objective of the city is to encourage new, diversified industries to locate in the area.
70. Industrial areas should be separated from residential, retail commercial, agriculture, and other uses which might be adversely affected.
71. The provision of adequate transportation facilities and public services is essential to the further development of an industrial economic base.
72. The city's single family residential areas are the backbone of its land use pattern. These areas must be protected from decline which would result from the mixture of uses.
73. To keep those areas identified as most suitable for retaining Anderson's rural lifestyle in an agricultural residential designation. These areas include lands having soils suited to food production and adequate to meet the health department criteria for septic systems.
74. The community should encourage compact, well defined living areas and discourage residential sprawl.
75. Higher density residential development should be located on periphery of the Central Business District and adjacent to other commercial areas.
76. Anderson's Central Business District should be the center of activity in the community.
77. Retail outlets and offices should be the primary uses in the Central Business District.
78. Heavy commercial areas should be located in separate areas, convenient to transportation facilities.
79. Strip commercial development should be avoided.
80. The Civic Center should be expanded on lands adjacent to the present City Hall when the future need arises.
81. Public facilities, such as fire stations, libraries, parks, and recreation centers should be located in those areas of the city where they will provide maximum benefit.
82. Agricultural lands should be preserved for the future.
83. The city should strive to protect and promote the character and value of existing land uses.

Appendix B

IMPLEMENTATION

Air Quality

1. Cooperate with the Air Pollution control district to maintain and improve the air quality of the Anderson area.
2. Revise zoning and subdivision standards requiring that all roads and parking areas be paved.
3. In order to encourage car pooling and ultimately mass transit, high density development should be located along major transportation routes.
4. Support Shasta County policies and projects relating to improvement of the area's air quality.

Agriculture

5. Apply land use designations on the land use plan and zoning map based on findings of agricultural use and urban needs.
6. Adopt and apply an overlay zone for the keeping and raising of animals consistent with the policies above.
7. Approve suitable projects which extend an orderly pattern of growth and do not cause "leap-frog" type development.

Plant and Animal Habitats

8. Designate the areas adjoining Anderson Creek, the main branch of the ACID Canal and the Sacramento River as open space.
9. Continue use of the "National Resource" zoning designation on the wildlife refuge in Anderson River Park.

Soils

10. Maintain the flood damage prevention requirements in the City Municipal Code.
11. Continue application of the hillside slopes and safety zone on the sloped areas of town.

Appendix B
Implementation - Continued

Water Resources

12. Operate the city's wastewater treatment plant in accordance with state water requirements.
13. Prohibit significant reduction of water quality or quantity.
14. Cooperate with county and state agencies on water related issues.

Seismic Activity

15. Continued updating of the emergency plan.
16. Encourage programs designed to give citizens training in first aid and knowledge of proper action in emergency situations.
17. Continued improvement of the water and sewer systems.

Flooding

18. Continue use of flood damage prevention ordinance and other regulations related to flood prevention.
19. Apply the flood hazard zone to areas in the floodway and flood fringe portions of the floodplain.
20. Review dam failure inundation maps for safety consideration.
21. Cooperate with other agencies in keeping flood hazard maps up to date.

Fire Hazard Areas

22. Continued review of all new subdivisions by the fire district.
23. Cooperation with the fire district in sizing new water lines and locating hydrants.
24. Improve water system capabilities as they affect fire service.
25. Retain use of the Uniform Fire and Building Codes in Anderson.

Appendix B

Implementation - Continued

26. Periodically review the city's capital improvements, both existing and planned.

Unstable Slopes

27. Retain application of the hillside slope and safety zone on the foothil areas in town.

Noise Impacts

28. Monitor the effectiveness of the city's noise control ordinance.
29. Plan circulation routes and adjoining land uses to avoid truck and high volume traffic near noise sensitive land uses, such as residential, schools and hospitals.
30. Require appropriate noise barriers or design features for projects which significantly increase noise levels.
31. Comply with provisions of the Redding Municipal Airport Specific Plan.
32. Require noise attenuation for quiet uses near noise generators; i.e. subdivision near freeway.

Economic Development

33. Establish zoning designations allowing a variety of commercial and industrial uses.
34. Apply General Plan and Zoning designations to parcels conducive to commerical and industrial development.
35. Expand the "permitted uses" category of the commerical and industrial zones, thus expediting the permit process.
36. Assist the Anderson Chamber of Commerce with their promotion of commercial and industrial development.

Historical and Archaeological Sites

37. Support programs that conserve historical and archaeological resources.
38. Encourage property owners to participate in programs which provide incentives for maintaining or enhancing historic structures.

Appendix B
Implementation - Continued

39. Continue enforcement of agreements for historical and archaeological sites.

Park and Recreational Facilities

40. Maintain and develop the Anderson River Park in accordance with the adopted masterplan.
41. Whenever possible, plan parks adjacent to schools.
42. Provide community parks to serve several neighborhoods and locate them where they are accessible to the greatest number of residents.
43. Include other areas of open space in the city's system whenever feasible, such as flood plains and greenways.
44. Continue the requirement for payment of parks development fee for projects.

Water System

45. Use the capital improvements program and Anderson Municipal Code to carry out these policies.

Sewage Diposal System

46. Work with funding agencies and local developers to finance the sewer treatment plan expansion.
47. Carry out other policies through the capital improvements program and Andersons Municipal Code provisions.

Drainage System

48. Require measures which eliminate or mitigate to acceptable levels runoff from future projects.
49. Establish and execute a drainage plan for the entire city and appropriate adjoining areas.
50. Cooperate with the Shasta County Water Agency and other state and local agencies in addressing and resolving drainage problems.

Appendix B
Implementation - Continued

Schools

51. Work with the school districts when they are selecting future school sites.
52. Plan land uses adjacent to existing and proposed school sites which do not generate significant noise, traffic or other similar effects.
53. Give due consideration to school district input on developments, especially when overcrowding of schools is a concern of the district.

Fire Equipment and Facilities

54. Continue review of all new subdivisions and major projects by the fire district.
55. Coordinate with the fire district the sizing and location of water lines and hydrants.
56. Improve water supply capabilities to help provide better fire protection service.

Streets/Highways

57. Plan and develop a network of arterial and collector streets with proper consideration for existing and proposed circulation and land use patterns.
58. Pursue development of additional off-ramps at North Street and Balls Ferry Road interchanges.
59. Plan collector streets in residential and industrial areas to draw traffic from local streets to arterials.

Bikeways

60. Plan bike routes to form a continuous system to connect as many parts of the city as possible.
61. Coordinate city bike routes with county and state bike routes.
62. Encourage greater support for bikeways.

Appendix B
Implementation - Continued

Housing

63. When necessary, apply for additional State and Federal housing assistance programs directed toward the rehabilitation of city neighborhoods.
64. Adopt an ordinance specifying design review standards which will be applied to all types of housing, assuring proper integration of the different housing types.
65. Apply a large lot zoning designation to appropriate areas of Anderson in order to strive toward an overall community balance of housing values, a diversification of residential lifestyles, and regainment of the area's rural character.
66. Conduct periodic reviews of service capacities and existing land uses.

Appendix C

Acknowledgements/Sources

City of Anderson Staff

Robert Agee, Public Works Director
Richard Barchus, Engineering
Tom Hart, Planning Director
Cindy Schaer, Planning
Dawn Neeley, Planning
Bruce Johnson, Finance Director
Barbara Kensinger, Building
Dick Neilson, Engineering
Jackie Padilla, City Clerk
Phil Raner, Police Chief
Al Sellers, Wastewater Treatment Plant Operator
Barbara Sherman, Planning/Public Works
Harry Sipple, Recreation Director

Anderson Chamber of Commerce

Cathy Eatmon, Manager

Anderson Cottonwood Irrigation District

John Goodson, Manager

Anderson Fire Protection District

Ross Phipps, Chief
Don Matheson, Assistant Chief

Appendix C
Acknowledgements/Sources

Anderson Union High School District

J. D. Leitaker, Superintendent

California Archaeological Site Survey
Regional Office, Department of Anthropology, CSU Chico

California Board of Equalization

Richard West, Research and Statistics Division
California Department of Finance
California Department of Fish and Game

Cascade Union Elementary School District

Joe Cresto, Superintendent

Shasta County Air Pollution Control District

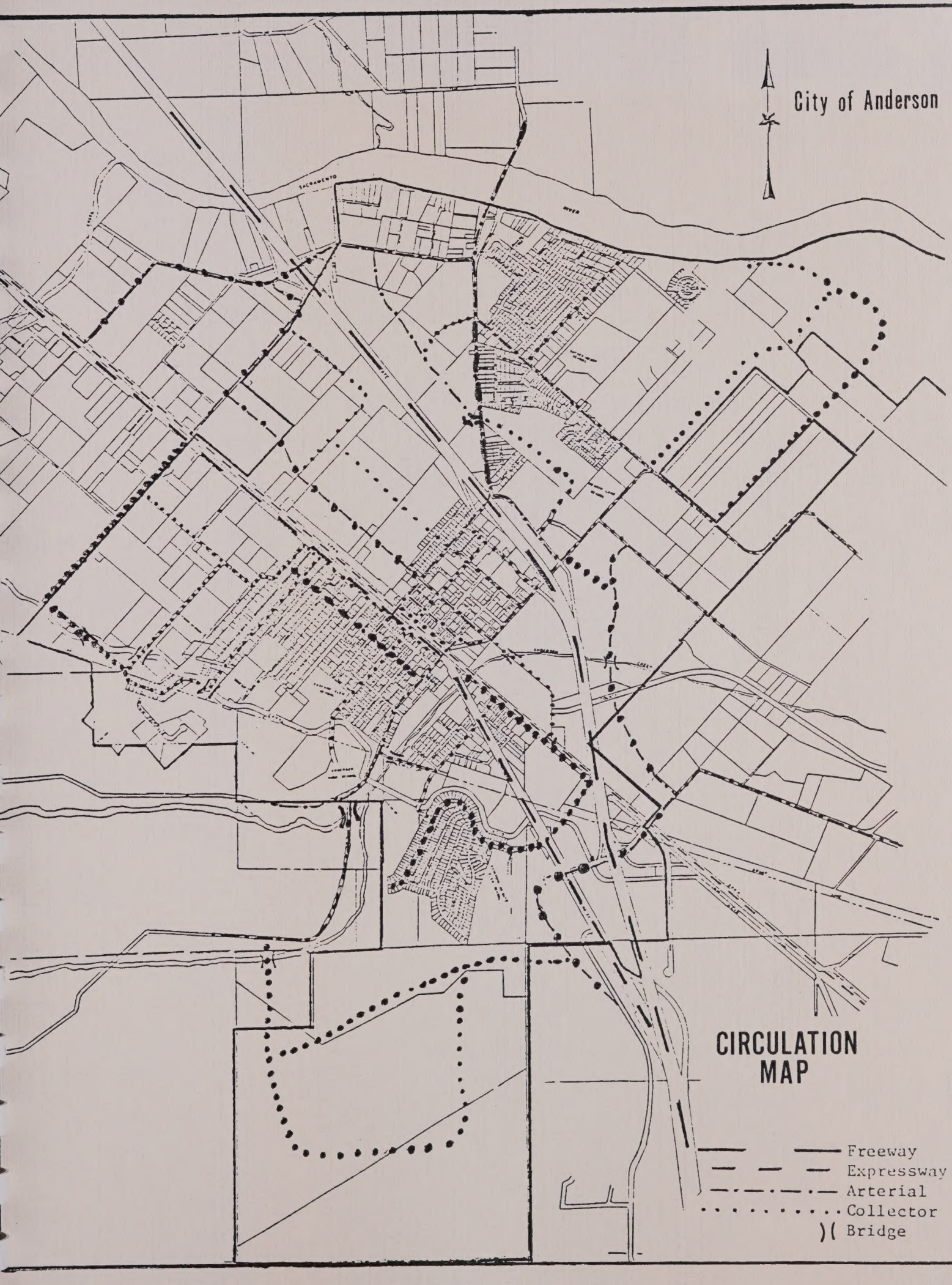
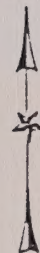
Rick Booth, Officer
Shasta County General Plan 1983

Shasta Historical Society

Soil Survey of Shasta County
U.S. Department of Agriculture

U.S. Census 1980

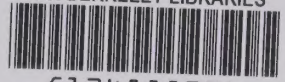
City of Anderson



CIRCULATION
MAP

- Freeway
- - - Expressway
- Arterial
- Collector
-)(Bridge

U.C. BERKELEY LIBRARIES



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